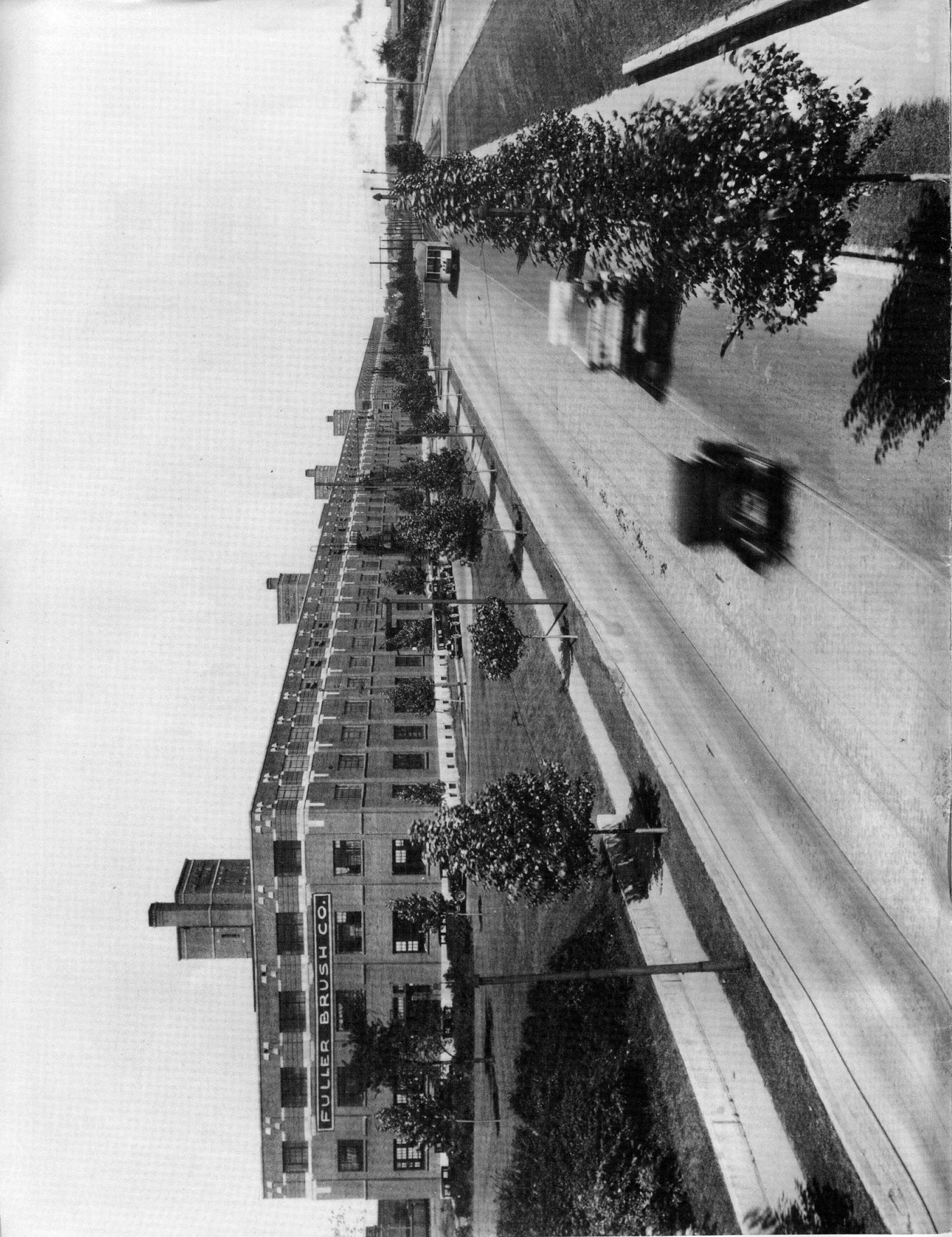


Minnesota Transportation Museum



Winter 1994







Official Publication of the
**MINNESOTA
TRANSPORTATION
MUSEUM, INC.**

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CIRCULATION

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SUBMISSIONS

The *Minnegazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha restoration in Excelsior.

MEMBERSHIPS

Individual	\$ 25	Family	\$ 30
Sustaining	\$ 50	Sponsor	\$ 100

Public Information
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**THANK YOU FOR
YOUR GENEROSITY**

-To **Art Pew**, for his donation of 17,838 shares of Oryx Energy Company stock to the Jackson Street Roundhouse Fund.

-To **Lorenz Bus Co.** for donating three ex-TCRT GM 5105 buses.

-To **MTC** for donating a 1939 Yellow bus, a 1962 GMC 5303 bus and a 1976 AM General bus.

-To the estate of the late **Charles Eichhorn** for its \$3021 donation to a fund for RPO car #1102.

-To the **Melanie Werl** family trust for its \$1000 donation to the museum's endowment fund.

-To **Fred Isaacs** for donating a stainless steel smokestack liner to the Steamboat Division.

-To **3M** for donating respirators, disposable brushes, sanding disks, hook-it sanding heads and sanding belts worth several thousand dollars to the Steamboat Division.

-To **National Detroit** for donating an air operated orbital sander to the Steamboat Division.

-To the law firm of **Rider, Bennett, Eagle and Arundel** for its donation of \$500 to the Steamboat Fund.

-To **Earl A. Sween** for his donation of \$1000 to the Steamboat Fund.

-To **Richard Noggle and Barbara Ann Transport** for donating the freight cost of delivering planks to the boat building from Albert Lea.

-To **Mark Anderson and Eric Burg** for donating an original streetcar boat cleat and rope slide.

-To **Bob Pond and Harry Allen** for donating storage of MTM's rowboat and collection of marine artifacts at their warehouse in Spring Park.

-To **Joel Hutchinson** for donating miscellaneous streetcar parts.

-To **Lawrence & Doris Sandberg, Railhead Publications, Marshall Partners Ltd., and Hibbing Dental** for their donations to the Traction Fund.

-To **RMS gun club and James Weist** for their donations to the Railroad Fund.

-To **Michael & Sandra Banas and Marcia Diers** for their donations to the General Fund.

OBITUARIES

Don Shank died on October 12th at age 74. He was a founder and driving force behind the development of the Lake Superior Museum of Transportation. As Vice President and General Manager of the Duluth Missabe & Iron Range, he preserved many pieces of rolling stock and then arranged for their acquisition by the museum. His stature in the industry and the Duluth area attracted other railroad executives and prominent citizens to the LSMT Board of Directors. Shank took a leave from his position as LSMT Board President to organize the startup of the North Shore Scenic Railroad. He also served on the Board of the Minnesota Historical Society.

Carroll Mattlin died on November 23rd at age 78. He was born in the station agent's quarters above the Bald Eagle Junction depot, where his father worked. He purchased a North Coast Limited observation car and a NP wood caboose and displayed them for many years next to the offices of his general contracting company in White Bear Lake. He later served as chairman of the committee that restored the White Bear Lake depot, which has been designated for memorials in his name.

NOTES

Incumbents **John Diers** and **Michael E. Miller** were reelected to two year terms on the Board of Directors. It is Diers' fourth term and Miller's second. The vote totals were:

John Diers	401
Michael E. Miller	349
Nick Modders	105
Morten Jorgensen	8
Vickie Jensen	5
George Isaacs	3
David Redding	2
Barry Karlberg	1
Andrew Selden	1
Paul Dalleska	1

Front cover: The Minnehaha approaches Excelsior in the early years, before addition of the upper deck canopy. This is how it will look when completed. Minneapolis Public Library collection.

Inside front cover: The TCRT North West Terminal line was named for the warehouse and industrial complex that stretched along the west side of Stinson Blvd. north of East Hennepin. It is still there, right down to the original signs on the four penthouses. This was a little-remarked stretch of private right-of-way. This 1930 view looks north from the Minnesota Transfer overpass. Norton & Peel photo, Minnesota Historical Society collection.

24 ballots were invalidated because no member identification was included, or because they were improperly completed. The return was the heaviest of any recent year. The Election Committee consisted of **Aaron Isaacs, Morten Jorgensen and Louis Hoffman.**

MTM membership stands at 774, its highest point since the early 1980's, when the debut of steamer #328 pushed it above 900. It had hovered in the area of 600 for several years. Membership is heaviest in the Twin Cities metro area, where 596 reside. 51 live in greater Minnesota and 80 in Wisconsin. The remaining 47 members live in 17 different states across the country. Proximity to operating sites seems to matter. 51 members live near the Como-Harriet line, 70 near the O&StCV, and 35 in the Lake Minnetonka area.

The MTM annual meeting was upgraded this year with a dinner and speaker. It was held on November 16th at Bandana Square. 125 people

attended, up from the usual turnout. **Dr. John Borchert**, Regents Professor of Geography at the University of Minnesota, spoke on the role of railroads in shaping Minnesota and the surrounding region. His talk was followed by reports from the Board and the General Superintendents. The evening ended with the showing of **Mike Buck's** new videos on the motorettes reunion and steam at Osceola. Thank you to **Marcia Diers**, who set up the event. Hopefully, it will set a pattern for future membership meetings. However, we still need a meeting program coordinator. Interested? Call **Aaron Isaacs.**

It's membership renewal time. Check your membership card. If there is a "93" on the back, you need to renew. Dues are the same as last year- \$25 for an individual and \$30 for a family membership. Send your check to: MTM Membership, 4707 Lyndale Avenue North, Minneapolis MN 55430.

The Minnegazette is mailed third class, which means it won't be

forwarded if you move. Please send any address changes to **David Kettering**, Membership Secretary, 171 Valleyside Drive, St. Paul MN 55119.

The Editor feels the need to explain why this issue contains no coverage of the steamup and maiden run of Milwaukee Road 4-8-4 #261. After all, it is happening in Minnesota and it involves a number of MTM members. The story, however, is national news and has been thoroughly covered by the national railfan press. #261 has graced the covers of L&RP and Railfan, and been featured in Trains and other magazines. In depth articles have been written by knowledgeable insiders. There are already two commercial videos on the market. Basically, there is nothing our little one-horse magazine can tell you that hasn't already been reported. The Minnegazette tries to bring you news and features you can't find elsewhere. We applaud **Steve, Judy and Frank Sandberg** for bringing this fine engine back to life and wish North Star Rail the best of luck in the difficult mainline excursion business.



The Chicago Great Western freight station, shown here in 1951, still stands on Hennepin Avenue, next to the site of the Great Northern Station. Its future is threatened by the proposed Federal Reserve Bank building. Norton & Peel photo, Minnesota Historical Society collection.

CHAIRMAN'S COLUMN

-John Diers

Learning from the Steamboat Division

For its first 28 years the museum was devoted to streetcars and later railroads, with a little bus action on the side. Then in 1990 MTM embraced a new group formed to restore the streetcar steamboat Minnehaha. At the time it was hard to know how this would work out. In fact, the expansion into marine history has been a great success.

The fledgling Steamboat Division benefitted from joining an established organization with a good reputation. MTM has been able to supply the steamboat with plans, boat parts, publicity and some productive volunteers. However, the point of this column is that the museum has been the greater beneficiary.

For starters, the museum's constituency has been broadened to include all surface public transportation. This brings us greater legitimacy in the eyes of the general public and the historic preservation community. Furthermore, we now have credibility with the Lake Minnetonka community and its many influential residents. This is no small thing. When the Minnehaha makes its maiden voyage, the event will generate enormous publicity, from which the entire museum will benefit.

However, the Steamboat Division has done much more than increase MTM's visibility. General Superintendent **Leo Meloche** is teaching us new ways to do business, and reinforcing some lessons learned in the past.

Consider where the Steamboat Division started. They had nothing and no money to start anything. Yet in four short years they have erected a heated building and completed half of the restoration ("the hardest half", someone said recently). They have raised about \$150,000. They have also cosmetically restored a TCRT streetcar and put it on display in Excelsior.

Lesson 1: Get the community behind you.

Perhaps most importantly, they have captured the imagination of the Lake Minnetonka community and brought its considerable resources to bear on the project.

Leo recognized early that Lake Minnetonka has a strong sense of community that dates to its past as a Victorian resort area. The lake is such an unavoidable presence that it continues to define the people who live near it, many of whom are second or third generation. There are people of wealth and influence who live on the lake, who can and are bringing resources to the restoration.

Leo has kept the boat project in the local press since it started. There has been continuous coverage in the Excelsior Sun-Sailor and the Wayzata Weekly News. He and other division volunteers speak to local groups weekly. And of course the boat building gets many visitors, who go tell others.

I strongly believe community support is the key to a healthy, permanent project. When you think about it, the Steamboat Division, the Como-Harriet line and the O&StCV all have strong local support and could not succeed without it. The Stillwater & St. Paul didn't have it and went under.

Lesson 2: If you don't try, it won't happen.

When fund raising started with a goal of \$250,000, it looked like an impossible undertaking. At one point the division considered hiring a professional fundraiser, but decided to do it themselves. Their efforts are a textbook example of how to create something from nothing.

Fund raising picked up speed when Lake Minnetonka artist **Kurt Carlson** offered to donate prints of his painting "The Streetcar Boats". Leo and **Jim Ogland** took the prints with them whenever they gave a talk. Ogland arranged for them to be sold through "The Wooden Bird Store" and local restaurants. Carlson followed up with two more paintings of the Excelsior and Wayzata waterfronts. Print sales have represented the largest single revenue source to date.

Fund raising has been pursued on several fronts at once. There have been two grants from the Minnesota Historical Society, and numerous grants from foundations and other sources. Leo was the first person at MTM to recognize the possibilities in the new federal ISTEA program. His 1993 application for money to build an Excelsior streetcar line was not successful, but probably will be the second or third time around.

A gamble that paid off handsomely was the first Lafayette Club fund-raising dinner and auction. It attracted people from around the lake. The Lafayette Club embodies both class and the lake's history, and gave the project the image boost it needed. Publicity and fund raising merged into a single endeavor.

In the time-honored MTM tradition, he persuaded companies and individuals to donate materials and services, or to offer them at cost. The difference is that he has done so at a level not previously attained by any MTM project. Examples include free adhesives, abrasives and other materials from 3M, free railroad ties, free use of Hennepin County property for the boat building and potentially the streetcar line, and donation of the boat building furnaces.

Many MTM initiatives happened purely because one or more dedicated museum members decided to make them happen. One need look no further than **Art Pew** and the Jackson Street Roundhouse, **George Isaacs** and the PCC project, or **Paul Dalleska** and baggage car #265.

Lesson 3: Involve "outsiders".

Leo's latest lesson comes from his recent reorganization of the Steamboat Division, described in the last Minnegazette. Leaving the working restoration group intact, he superimposed on it an Executive Board drawn from top management and professional talent of local corporations. These are people with vast experience getting things done, and a network of contacts throughout the business community. Their job is to give policy direction to the division and bring resources to it. Their creation moves the Steamboat Division (and with it, MTM) to a higher plane.

Despite our energy and talents, our hobby can't be sustained by the hobbyists alone. We need the guidance and skills of well-placed people in the community, and their support comes with a price. They want a say, and you have to be willing to give it to them. In this way the creation of the Steamboat Executive Board parallels the creation of the separate O&StCV Board. In both cases we must give "outsiders" a say in the museum's affairs, in exchange for their support and resources. Then they become insiders.

Lesson 4: Don't compromise on quality.

MTM has always emphasized quality in its restorations, operations, and publications, so the lesson is not a new one. The value is its reaffirmation through the Steamboat Division. As **Dave Onan** noted recently, they can attract money and resources because their work is "first rate".

Let's keep up the quality, whether it is a clean FRA inspection, a spotless carbarn, or a professional looking Minnegazette.

Lesson 5: Speed is not necessarily the enemy of a good project.

The Minnehaha restoration has been accomplished in what many would consider record time. MTM's culture has tended toward gradualism, mostly because resources have been hard to get in the past. Being cautious has also prevented mistakes. While I don't advocate speed at the price of overextension or bad planning, I think Leo has shown us that you can do something fast and still do it well.

Let's not abandon the MTM tradition of gradualism, because it is often the right thing to do. On the other hand, the Osceola railroad would never have been created in record time if we said, "go slow no matter what."

My point is to watch the Steamboat Division and learn from it. Leo and his volunteers are taking MTM in new directions, and reaffirming some directions already taken. We will be a better organization for their efforts.

BOARD OF DIRECTORS

October 1993

- Approved the revised Traction Division long range plan.

- Designated that the Eichhorn estate donation be used for the maintenance and operation of NP triple combine #1102.

- Designated that the \$1000 donation from the Merl family trust go to the MTM Endowment fund.

- Voted not to change the price of member dues.

- Approved the use of revenues from the sale of the Stillwater railroad to cover the costs of vacating Stillwater, but restricted further use of sale revenues until the Board has studied the matter.



#265 and Mack #630 during the Motorette's Reunion on September 11th. John Prestholdt photo.

- The Board indicated its support for the O&StCV Ry. considering the acquisition of Soo Line locomotive #1003.

- Approved a Railroad Division pledge to spend \$1003 toward the purchase of locomotive #1003.

November 1993

The Board did not meet.

-December 1993

- Elected **John Diers** as Chairman, **Dick Fish** as Vice Chair, **Michael E. Miller** as Secretary and **Aaron Isaacs** as Treasurer.

- Appointed General Superintendents: Traction, **Louis Hoffman**; Steamboat, **Leo Meloche**; Jackson Street, **Art Pew**; Museum Services, **Aaron Isaacs**.

- Appointed **John Diers** and **Art Pew** to the Board of the Osceola & St. Croix Valley Ry.

- Appointed **Dick Fish** to chair a committee to select a Railroad General Superintendant.

- Appointed **Art Pew**, **John Walker**, **Leo Meloche** and **Tom Kolar** as Directors at Large.

- Appointed **Louis Hoffman**, **Ross Hammond**, **Wayne Olsen** and **Byron Olsen** as Honorary (non-voting) Directors.

- Authorized **Louis Hoffman** and a committee to make necessary contractual arrangements for MTM to host the 1995 ARM convention.

- Approved membership in the Minneapolis Convention & Tourism Bureau, with the cost to be split between the Railroad and Traction funds.

- Authorized the purchase of a \$1 million directors' liability insurance policy.

TRACTION REPORT

-**Louis Hoffman**

MTM bus collection mushrooms

In early November, the Traction Division's bus collection increased from two to eight vehicles thanks to the generosity of **Jim Lorenz** and **Don Esler** of Lorenz Bus Co., and the MTC. Thanks are also due to Shorty's Towing, which brought the three Lorenz buses to Jackson Street for a very reasonable fee, to **Art Pew** and **Wanda Sims** for making temporary space available at Jackson Street, and to **John Diers** for arranging the donation of the MTC buses. **Al Jensen** and **Joel Gensler** arranged the transfer for the Traction Division.

The donations expand the motor bus collection to vehicles from four builders (Mack, General Motors, Yellow and AM General) and five decades (1930's to 1970's). The MTC buses include AM General #2488 (originally #1488), built 1976 and retired 1988, GMC model 5303 #103,

built in 1962 and retired from MTC in 1976, and the Yellow coach pictured in the Summer 1993 Minnegazette.

The Lorenz buses are all GM model 5105's identical to MTM's #1399. The likeliest candidate for restoration was TCRT #1303. The numbers of the other two are currently unknown. They are unlikely to turn a wheel. One will be scrapped for parts in the spring; the other will be used for parts storage and as a source of replacement body panels.

The Yellow coach and the AM General are also at Jackson Street. For now, GMC #103 will remain at MTC's Nicollet Garage.

What is to become of these buses? Who will restore them? How will they be used? Al and Joel will be recruiting volunteers and support from local bus companies. The two "modern" MTC buses don't appear to need substantial work, but the Yellow and the 5105 do. If you can help, please call **Al Jensen** at 421-2906 or **Joel Gensler** at 879-0548. Send donations to: Bus Fund, MTM, 4707 Lyndale Avenue North, Minneapolis, MN 55430.

1994 Traction Survey in the mail

By the time you read this, the 1994 Traction Survey should be in your mailbox. If you haven't received yours yet, please call **Karl Jones** at 924-0890.

If you are a new member, I should explain that the survey is an annual event. Traction Division management uses it to place volunteers in areas of their interest. If you want to help out at Como-Harriet this year, please fill in your survey and mail it by the end of February. As a reminder to 1993 volunteers, we need your surveys, too.

This year there are a number of special needs. Especially needed are charter operators, who must be available during the day. Charters currently are limited to Tuesdays, Thursdays and Fridays, but could be expanded if operators are available.

We also need more station agents. We've been very successful staffing the depot Friday-Sunday and on holidays, plus some weeknight coverage. The more volunteers we have, the more we can keep the depot open.

Car cleaners are in short supply. Cleaning crews meet one Saturday morning a month, and a small number of people can do a lot before noon. Coffee and rolls are served.

CHSL 1993 Ridership

	May	June	July	Aug	Sept/Oct	Total
Regular passengers	2633	8208	11,365	10,010	6695	38,911
Tokens collected	1986	6070	8812	7605	5038	29,511
Charter passengers	182	405	1046	517	128	2278
Total passengers	2815	8613	12,411	10,527	6823	41,189
Streetcar trips	154	364	481	419	361	1779
Rainouts (total/partial)	2/1	4/2	1/3	0/2	0/2	7/10

"Token" indicates revenue passengers, while "Regular" includes members, pass riders and, mostly, young children.

We also need groundskeepers to mow and trim the right of way and keep it litter free. The volunteers who do it are few and far between, so we had to contract out work in 1993, at a cost of nearly \$1300. That's nearly 1800 passenger fares.

Expanded motor bus operations mean we need more drivers (with a valid commercial license preferred) and bus mechanics. Please call **Joel Gensler** for information.

This year's survey is the first to ask for Minnehaha Depot station agents. Please try something different and sign up for a Sunday afternoon shift. The depot also needs volunteers for light maintenance. Please call **Corbin Kidder** at 227-5171 for more information.

Finally, we need people for routine streetcar maintenance on Wednesday evenings. You don't need to fill out the survey to help—just show up any Wednesday evening at the carbarn or call **Karl Jones**. The job of Chief Mechanical Officer is currently vacant. If you have the management and mechanical skills to oversee a small streetcar fleet, we need you. Please call **Louis Hoffman** at 729-0442 if interested.

So sign up today and earn the coveted (and colorful) Como-Harriet volunteer patch.

Ridership not bad-considering

Despite rain and cold throughout the operating season, the Como-Harriet Line carried 41,189 passengers, bringing the total since 1971 to 1,013,428. 1993 does mark the lowest ridership since 1985, when 40,234 rode.

Only 1975, 1978, 1984 and 1985 saw lower ridership than 1993.

Where did our riders come from? **Al Jensen** placed a visitor's register in the depot. It revealed visitors from 41 states besides Minnesota. They also came from 11 countries—Australia, Brazil, Canada, England, France, Germany, Ireland, Japan, Kenya, Sweden and Yemen.

The comments in the register were, of course, laudatory. One, however, stands out— that of four year old Adam, who wrote, "This is better than Camp Snoopy!"

Park Board approves new carbarn

The Minneapolis Park and Recreation Board approved the museum's request to build a new, two-car carbarn at its December 8th meeting. The vote was unanimous and was based on a recommendation from the Park Board's planning staff after a number of meetings with **Louis Hoffman**.

The new barn will allow both PCC's to move to Lake Harriet. #322 is being rebuilt at the MTC Overhaul Base and #416 is stored under a tarp at Jackson Street.

The Park Board's resolution did not specify a site. Four have been proposed by MTM:

1. An extension of the existing carbarn.
2. A site north of the north passing siding switch.
3. A site south of the park maintenance building and ballast pile between the right of way and the cemetery fence.

4. A site in the gravelled area immediately north of the park maintenance building. The staff favors options 1 and 3. A final choice will be made in 1994.

The new barn will be built when funds are available, hopefully no later than Spring 1995. The cost is estimated at \$60,000, so \$30,000 must be raised. The museum is seeking a federal ISTE grant for the barn and a variety of other Lake Harriet improvements. In the meantime, readers are invited to contribute to: Car barn Fund, MTM, 4707 Lyndale Avenue North, Minneapolis MN 55430.

Our thanks to the Park Commissioners, especially long-time MTM friend **Skip Gilbert**. Thanks also to Superintendent **Dave Fisher**, Assistant Superintendent **Al Wittman** and planner **Maureen Durand**.

Minnehaha Depot's successful year

A total of 2101 persons visited the Minnehaha Depot during the 53 days it was open between March 7 and September 6. It was open Sundays and holidays from Memorial Day to Labor Day, and hosted special groups at other times. The daily visitor count ranged from one to 171.

Admission is free, so revenues are restricted to donations and souvenir sales. The depot usually runs a small (make that very small) deficit and this year was no exception. Revenue of \$134 was offset by expenses of \$167, leaving a \$33 deficit to be made up from the Traction Fund.

156.35 volunteer hours were logged, primarily by **Corbin Kidder** (130.35), who has almost single-handedly kept the place running. Other volunteers include **Bill Marshall**, **Hilmar Wagner**, **Hugh Salisbury** and **Robert Branchaud**. Please join them next year. When your Traction Survey arrives, look for and check the "Minnehaha Depot" box. If you have any questions, please call **Corbin Kidder** at 227-5171.

Volunteers are especially needed for Minnehaha Park's two biggest days, Norway Day and Svenskarnsdag. Even if you can't volunteer regularly, help on these two days would be greatly appreciated.

There were two big events at the depot in 1993. On May 24th, the depot held an open house which drew 46 visitors despite a persistent rain all evening. Later, CP Rail's

classic heavyweight business car Strathcona called the depot home for several weeks during the summer.

The coming years will see more attention focused on the Princess. The Minneapolis Park and Recreation Board has announced plans for major improvements to Minnehaha Park. The park's main entrance will shift to 50th and Hiawatha, just south of the depot, and will probably lead to more depot visitors.

CHSL's cast of hundreds

A total of 93 operators and station agents logged 2022.75 hours at Lake Harriet in 1993. This breaks down as follows:

1602.5 in regular operations
305 in depot operations
66 in charter operations
49.25 in training operations.

The busiest month was July with a total of 485 hours.

The ten leading Operations Dept. volunteers were: **Earl Anderson**, 56 hours (for the second year in a row); **Mike Buck** and **Jeanne Inselman**, 50 hours; **John Prestholdt** 47.5; **Harold Dalland**, 45; **Debbie Beers**, 43.5; **Lyndon Benson** and **Karl Jones**, 43; **Hilmar Wagner** 42; and **Kathy Prestholdt**, 38. The leading three station agents were: **Bettye Anderson**, 23.5; **Donna Wagner**, 22; and **Debbie Beers**, 19.5.

While this article recognizes those who made the greatest time contribution, it took over 100 people to make 1779 trips and carry 41,189 passengers. Thanks to all of you.

Big year for bus operations

-Al Jensen

Thanks to revised insurance, the Traction Division's Motor Bus subsidiary had a record year in 1993, as follows:

May- Both buses ran for the Linden Hills Neighborhood Fair, then Ryder Transportation Services' Driver Roadeo and Company Picnic.

August- #1399 ran shuttles for the Linden Hills Art Fair and the MTM Member Picnic. #630 ran for the Motorettes Reunion.

September- MTC displayed #630 at the State Fairgrounds express bus terminal.

October- #1399 made fall colors trips from Lake Harriet to Minnehaha Park on the first two Sundays. MTC displayed both buses at the Minnesota Transportation Alliance's 100th Anniversary Expo at the Minneapolis Convention Center.

The MTM operations were made possible by Superintendent **Joel Gensler** and Assistant Superintendent **Fred Beamish**. Thanks to MTC's Nicollet Garage Maintenance Manager **Dick Malik**, Minneapolis Street Operations Manager **Dick Loeffler** and **John Diers**.

If you are interested in bus operations or restoration, please call **Joel Gensler** at 879-0458 or **Al Jensen** at 421-2906.

First Members' Day held

The first annual Como-Harriet Members' Day was held on Saturday October 30th. All members were invited to try their hand at the controller (under supervision of course). In spite of 30-degree temps and snow flurries, 21 members signed up, and many brought their children. Thanks to **George Isaacs**, **John Kennedy**, **Roy Harvey**, **Mike Buck**, **Debbie Beers**, **Ray Bowlan**, **Mike Miller**, **Karl Jones**, **Kathy** and **John Prestholdt** and **Ray Norton** for making the event possible.

Mark your calendars for the 1994 Members' Day, to be held the first Saturday in October.

PCC Update (and the Goat wanders again)

-George Isaacs

We are in the process of drawing up the new front and rear stepwells. The ones we removed are badly corroded and unuseable.

Sheet metal has been cut and formed in readiness for replacing previously removed car body panel sections. The MTC has graciously made a MIG (metal inert gas) welding outfit available for welding the pieces in place.

Not all the work is done at the MTC Overhaul Base. Where possible, we transport small items to Lake Harriet for refurbishing. This includes the lower portions of the seatframes, badly corroded from the salt laden snow carried in on shoes. The loose rust is removed and treated with Loctite Extend, a rust inhibitor. Work sessions are at the car barn on Wednesday evenings from 6 to 9 PM.

In addition to the mechanical work, we have started checking out electrical components such as brake actuators and contactors. Our source of 32 volt DC (which is the PCC control voltage) is four 8-volt batteries in series.

We are still looking for volunteers to spell the 26 members who have volunteered 1244 hours as of November 13th. If you are interested, please call me at 484-7512.

The Fall 1992 Minnegazette reported on the wanderings of the Goat, the tow behind engine-generator set that powered #1300 before over-head wire was strung at Lake Harriet. Having been used for the test startup of Tucson's Old Pueblo trolley, the Goat has now been sold to a Phoenix, AZ group, its fifth trolley operation. Affiliated with the Arizona Historical Society, they are restoring a Phoenix double truck Birney.

RAILROAD REPORT

1993 a big success

The first full year of the Osceola & St. Croix Valley surprised everybody by topping the last two years of Stillwater ridership. 23,397 passengers were carried. Like Stillwater, fall colors proved to be a major attraction. One-third of the passenger count occurred in the month of October, and seven-car trains with 400 passengers were common. The normally light Dresser trips were swelled with people who couldn't get on the Marine trains. Charters contributed more than one third of all riders.

There is so much to tell, perhaps it is best done by presenting some key stats.

The Compleat Statistics

Morten Jorgensen has compiled all the numbers one would care to know about the 1993 O&StCV season. He thanks Ticket Agents **Jan Edstrom, Kim Becker, Carol Fish** and **Tracy Sherbert** for the ridership counts.

Total ticket sale and charter revenue: \$126,162.

Concession sale revenues after expenses: \$1842.

Special functions revenue(4th of July train, etc.): \$2130

O&StCV Ry. received 9.5% of ticket sale and charter revenues, plus all concession sale revenues. The railway paid for all marketing and advertising, plus concession supplies. Its balance is \$7519, with less than \$1000 in accounts payable.

Total passengers: 23,397

Total complimentary passes: 1410 or 6%

Total charter passengers: 8634 or 36%

Scheduled by Dalles House: 7181

Scheduled by MTM or others: 1239

Complementary charter: 214



Bill Marshall hoops up a train order to John Oliver as Jim Weist makes the mail catch at Osceola. Hugh Marshall photo.

Operating days:

49 regular weekends or holidays
23 charter weekdays 72 total

Trains operated: 124 to Marine,
96 to Dresser, 6 to Amery

On-time performance: 94%. On-time is defined as 15 minutes late departing and 5 minutes late for the return arrival.

Locomotive miles:

Diesel: 3690 on 74 days
Steam: 330 on 6 days

Locomotive reliability:

Three major diesel failures causing cancellation of one operating day plus two Dresser trips on another day.

Total car miles: 19,003

Most used cars:

RI #2608: 3690 miles on 72 days
GN #1213: 3670 miles on 71 days
NP #1102: 3355 miles on 67 days

Car reliability:

7 coaches had failures, mostly for air conditioning and brakes. One caboose had a failure. #1213 air conditioning worked 80% of the time. A/C on #1096 and #1097 didn't work at all.

Fuel used: 5219 gallons of diesel, 1.4 gallons per mile; 20 tons of coal.

Steam versus diesel on the Dresser trips: Average Dresser volume was 25% of total ridership. On steam days,

Dresser ridership was:

Sept. 4 63%
Sept. 11 68%
Sept. 25 73%

Percent of ridership by month:

May 1.6%
June 10.6%
July 15.2%
August 11.8%
September 28.7%
October 32.1%

Heaviest regular service day:

September 25: 987

Heaviest charter day:

October 2 598

Heaviest total day:

October 2 1145 passengers

Ridership by type:

Marine full fare: 5503 23.5%
Marine reduced fare: 3292 14.1%
Marine complementary: 986 4.2%
Marine subtotal: 9781 42.2%

Dresser full fare: 2995 12.8%
Dresser reduced fare: 1563 6.7%
Dresser complementary: 424 1.8%
Dresser subtotal: 4982 21.3%

Weekend charters: 3860 44.7%
Weekday charters: 4774 55.3%
All charters: 8634 36.9%

All full fare riders: 8498 36.3%

All reduced fare riders: 4855 20.8%

All complementary tickets: 1410 6.0%

First class ridership: 604 passengers, an average of 36 per day, or 9% of



Bonnie Sawyer, who books the O&StCV charters at the Dalles House, aboard #A-11. John Diers photo.

total passengers. #A-11 occupancy was 44.5%, although many Marine trips were sold out.

Available crew members totalled 89, qualified as follows:

Student brakemen	12
Brakemen	31
Conductors	19
Engineers	10
Student engineers	6
New brakemen	7
(graduated during year)	
New conductors	2
(graduated during year)	
Coach attendants	45

Obscure statistics:

Heaviest train: 650 tons
(8 cars) plus loco on Oct. 2.
Lightest train: 25 tons
(1 car) plus loco on Oct. 30.
Track warrants requested: 75
Track warrants received: 95
Earliest trip:
0900 departed Osceola on July 1.
Latest trip:
2300 departed Amery on July 4.
Brakeshoes changed: 20.6%

Railroad equipment update

-Richard Fish

Through the end of November, a total of 5450 volunteer hours were recorded in the Jackson Street log book. However, this total doesn't include the effort of volunteers in the Osceola area who finished projects, cleaned equipment and serviced things such as air conditioning, or who worked on the caboose and the A-11.

Now that the '93 season is over, there is a lot to do to get ready for

1994. All of our locomotives are at Jackson Street and in need of work. Our main engine, #105, ended the season in operating condition, but needs some refinements. #328 had a good run in September, but needs work just because work on a steam engine is never done. Diesel #102 still has power assembly work to be done, but is planned to be ready for the 1994 season.

The main passenger car work for this winter includes GN baggage car #265, Rock Island coach #2604, GN coach #1097 and Lackawanna coach #3232. In addition, the diesel generator for coach #1213 needs to be rebuilt and has been dropped off at **Slim Yetter's** shop in Dresser. **Steve Stocker** has taken charge of the spare Waukesha ice engines and is having one rebuilt at his place of employment.

Coach #3232 was purchased from the Fremont & Elkhorn Valley RR in September. It is in fairly good condition, but needs some interior touchup and general mechanical maintenance. We are also planning to remove all of the appliances that were added when it was converted from a conventional coach to an MU trailer in the 1920's.

Coach #2604 has thin flanges on several of its wheels. The wheels can't be turned while mounted on their trucks, so the plan is to remove the trucks from derelict Rock Island coach #2529 at the arsenal, rebuild them, and then put them under #2604. We also plan to paint the exterior.

The body of baggage car #265 is getting some heavy duty rebuilding under the direction of **Paul Dalleska** and **Dave Redding**. While replacing some of the rusted sheet metal, they discovered that many of the wall supports were rusted through. When the car is returned to service next summer, it will have a refurbished body and framework, a new floor, new diaphragms and a fresh paint job. It will be the most thorough Railroad Division restoration in recent years.

Lightweight coach #1097 has been returned to Jackson Street to complete work that was started in 1992. Covers will be added to the roof side sheet joint to prevent water from seeping into the walls. Some of the windows will be rebuilt and the lounge/snack bar wall will be replaced. Most important the air conditioning will be fixed. **Marv Mahre** has been working

on the ice engine which has not been running for several years.

In order to work on equipment you need tools. Several volunteers have been working to get some of the shop tools that have been sitting around Jackson Street in working order. **Bob Flood**, who recently joined the museum, has been doing electrical work so this equipment can be powered. **George Bergh** has gotten the sandblasting booth to function, which will be a real asset when cleaning small parts.

Feel free to join us this winter, either to help or just to visit. One of our cheerful volunteers will be happy to show you around, or you are welcome to look around on your own. We are there every Saturday from 9 AM until sometime in the afternoon. We also have been working Wednesday evenings, but by the time you read this it will have been changed to Thursday night. If you have questions or need directions, call me at 729-8068. Remember to dress warm. Most of Jackson Street is not heated.

First class service begins

-Louis Hoffman

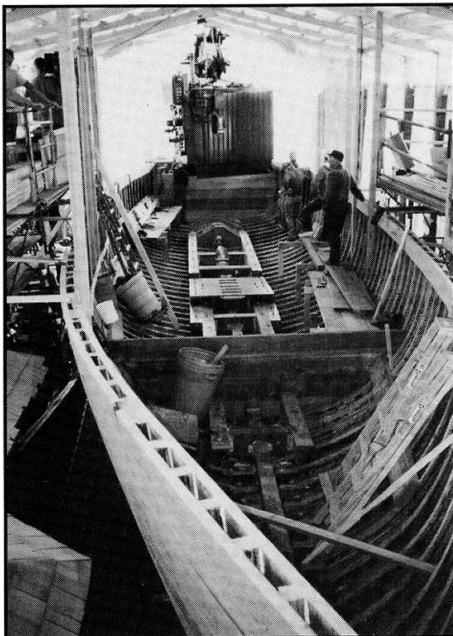
First class service began Labor Day weekend in Great Northern #A-11. Ridership for the 17 days through the season's end was high, a total of 604. Many Marine trips were sold out and there were a number of repeat passengers who brought friends with them. Coach passengers who visited the car between trips (of course, in the best Pullman Company tradition, they're not permitted in the car while in service) often return for another trip at the premium fare.

Beverage service, more premium seating, the open platform and impeccable service are the attraction. The extra fare- \$2 to Marine and \$3 to Dresser- covered it all. It's a good deal, and like most good deals, it won't last. Look for a fare increase in 1994.

The first class staff was usually **John and Marcia Diers**, with some assistance from me. I also prepared a temporary service manual. John made sure the car was stocked with beverages, ice and other supplies. **Bob Clark** and the Dalles House Restaurant graciously provided hot coffee, which came in handy for most



#328 leaves Osceola in fine style. Two trains were run simultaneously during September, with steam covering the Dresser trips. Michael E. Miller photo.



The boiler and engine were lifted into the boat by Rocket Crane Service on September 30th. (Top left) It was a tight fit. Note the heavy stringers in the bottom of the hull. The engine sits on the angled plate that lines it up with the drive shaft.

of October. John and Marcia kept the interior clean, and Marcia began repainting it. She also provided linen headrests and flower arrangements.

At a minimum next year, first class service will be offered after Labor Day and on charters as requested. Additional service will depend on availability of volunteers and the condition of the car. Training for first class attendants will take place in the spring. We're looking for about 16 people to work on a two-person crew an average of once per month.

Both mechanical work and interior redecoration will take place at Osceola this winter. Call Dick Fish (mechanical) or Marcia Diers (interior) to volunteer.

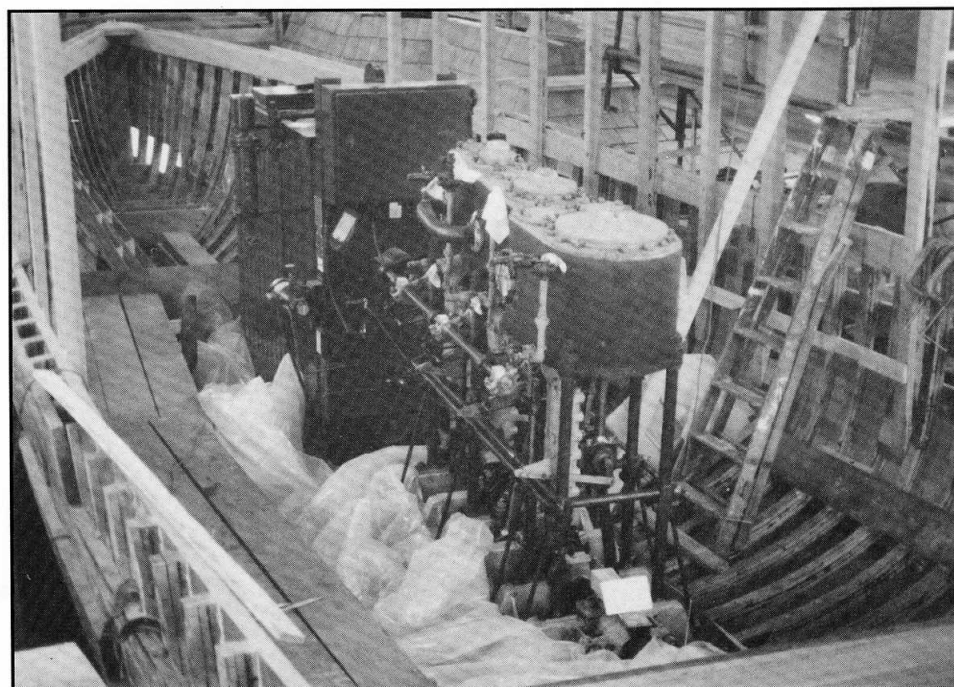
STEAMBOAT REPORT

Three years to go

Because of the considerable progress on the Minnehaha's restoration, it is still on schedule for a maiden voyage in 1996. Before that can happen, however, another \$250,000 will be spent. Of this, \$150,000 will go into the boat itself, for hull materials, propulsion equipment, steering, tanks, generators, safety and signal equipment, plus licensing, launching and training. 1994 is the most expensive year, with \$90,000 budgeted.

Once the boat is done, there is another series of tasks to that must be completed before the boat can operate.

(Top right) Leon Brewer supervises the final set of the triple compound engine. (Below) The engine and boiler in place and angled properly. The plastic protects them from sawdust and other debris. Leo Meloche photos.



It needs a dock to call home, with a depot building, lighting, security, power and water rights. All this is projected to cost \$35,000.

The boat must be removed from the water each winter and stored. The existing boat building is inconveniently located for this purpose. Furthermore, it was never intended to be permanent at the present location. It may be possible to move and reuse it, but first access to a suitable piece of

lakefront property must be arranged. Relocating the building is projected to cost \$50,000.

The operating plan

29 operating days (13 weekends plus three holidays) are projected for a summer. There will be four daily round trips, most likely between Excelsior and Wayzata. It is assumed that four days per year will be lost due to rain.

A full passenger load will be 100 persons. **William Gage**, owner of the steamboat Louise on Lake Geneva, says to figure on an average load of 75. If a \$5.00 fare is charged, annual passenger revenue will be \$37,500. The operating plan estimates an additional \$10,000 from charters and souvenir sales, for a total annual revenue of \$47,500.

The single largest item on the expense side will be insurance, at \$24,500 per year. All other operating expenses are projected at \$13,000 annually, for a total operating expense of \$37,500. If these numbers prove correct, the Minnehaha will clear \$10,000 per year.

Executive Board

The first meeting of their newly formed Steamboat Executive Board was held October 15th at the Minneapolis Club. Besides establishing the Board's membership, the primary agenda item was to mandate a "case statement" for the steamboat project. The statement describes the needs of the project, and sets out a list of activities to accomplish. Since the meeting, **John Senior** has completed the statement.

Restoration update

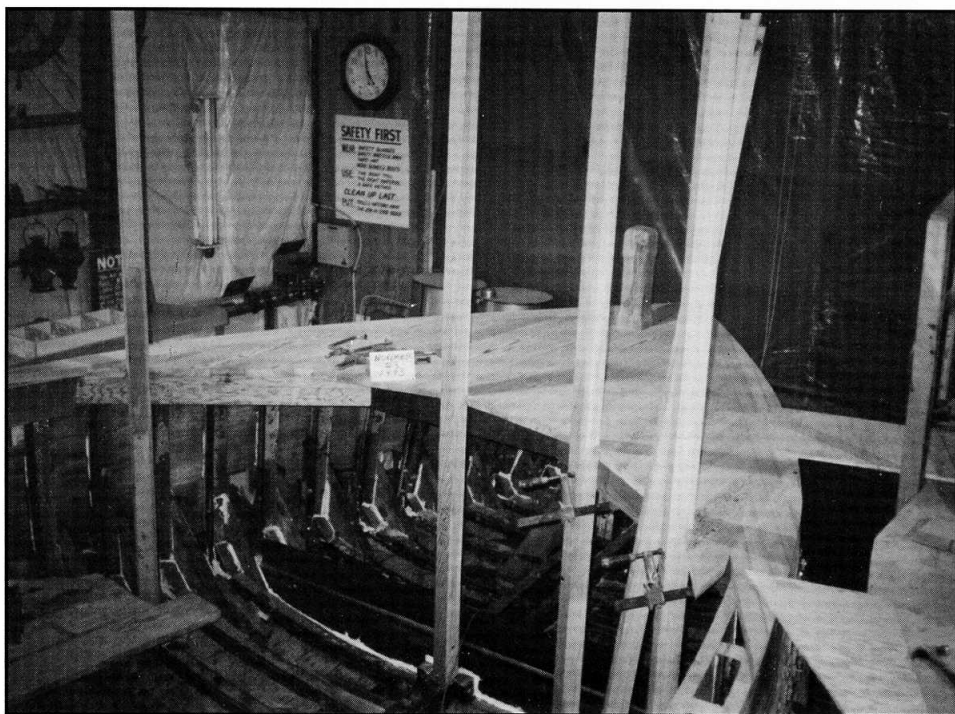
The Minnehaha looks a great deal more complete than it did when last pictured in the Summer 1993 Minnegazette. The rear deck, sternpost, fore deck, parts of two bulkheads and the bow chain locker are complete, thanks to the efforts of **Cliff Brandhorst**, **Bob Dumas** and **Russ Hankins**. The engine and boiler are in the boat and bolted down, but not yet plumbed in. The boiler turned out to be narrower than the boiler stringers, so additional angle irons were welded on to properly support it.

Steve Jesmer, **Steve Householder** and **Bruce Royce** have been working on the hull planking, now about 25% complete. The gunnel cap that runs around the entire boat has been installed.

Cliff Brandhorst has completed building a new deck that runs the entire length of the south side of the building at gunnel height. Its purpose is to make work upon and access to the boat easier. A second stairway has been added on the south side.



In November Bob Dumas, Cliff Brandhorst and Russ Hankins completed the foredeck (Above) and aft deck (Below). Leo Meloche photos.



Leon Brewer continues the installation and restoration of the 6000 pound engine. **Bob Woodburn** is working on the alignment of the engine, shaft and propeller, and the engine placement has had to be adjusted to make it line up properly.

The Minnegazette previously reported that a new propeller would have to be purchased, because the boat's original one has a bent fluke and hairline crack. The cost would have

been in the \$8000 range. Now it looks like there may be a better and cheaper alternative. **Cliff Wheeler**, the Minnetonka diver who recently located the express boat Como on the lake bottom, raised its propeller. It appears to be in better shape than the Minnehaha's, and Wheeler has offered to trade. The Como prop must first be ultrasound tested to confirm its condition.

Donations and PR

The last Minnegazette mentioned 3M's generous past donation of caulks and adhesives. Recently they delivered 24 boxes of supplies, including 48 respirators, disposable brushes, sanding disks and hook-it sanding heads and sanding belts. The shipment has a retail value of several thousand dollars.

National Detroit has donated an air operated orbital sander.

Steve Cossette of Aero Upholstery in Long Lake will reupholster seats without labor charge.

The law firm of Rider, Bennett, Egan and Arundel has donated \$500 to the Steamboat Fund. **Earl A. Sween** has donated \$1000.

174 lengths of 18-foot long X 5 in. wide vinegar vat boards were sent to Alamco of Albert Lea for laminating into 15 inch wide planks. Alamco did the work at cost. The laminated planks were delivered by trucker **Richard Noggle**, owner of Barbara Ann Transport. Upon his arrival, he toured the boat building and announced that he was donating the freight cost.

Also from the Como, divers **Mark Anderson** and **Eric Burg** donated a cleat and a rope slide. **Fred Isaacs** has donated a stainless steel smokestack liner. **Joel Hutchinson** has donated miscellaneous streetcar parts.

Bob Pond and **Harry Allen** are donating storage of MTM's rowboat and collection of marine artifacts at their warehouse in Spring Park.

A crew from KTCA Channel 2 filmed all day on November 23rd as part of the program on the Lost Twin Cities.

Ken Speaks from KARE 11 TV visited the boat building with a crew on November 17th.

PEW MAKES STOCK GIFT TO JACKSON STREET

Art Pew has donated 17,838 shares of Oryx Energy Company stock to MTM. The Board authorized that it be sold and the revenues applied toward the mortgage of the Jackson Street Roundhouse, which had a \$921,000 balance. After deducting the broker's fee, the MTM realized \$311,258 from the sale. This reduced the mortgage principle to \$609,742. This is the second largest donation in

MTM history, exceeded only by Burlington Northern's gift of the Stillwater branch.

The transaction is a milestone toward the dream of developing JSRH into a rail museum, restoration shop and corporate home for MTM. The next major step will occur in 1997 when the current tenant's lease expires. At that time MTM will face the choice of foregoing lease income and occupying the entire building, or continuing to lease part of the place.

ARM AT IRM-1993

-**Louis Hoffman** and **Al Jensen**

The 1993 convention of the Association of Railway Museums was held at the Illinois Railway Museum from September 29th through October 3rd. Along with **Karl Jones** and **John Kennedy**, we represented MTM. 22 museums in the U.S. and Canada sent a total of 128 delegates.

The highlight of the convention was Thursday's trip on IRM's Nebraska Zephyr. It was originally built in 1936 as one of two Twin Zephyrs for use between Minneapolis and Chicago. The trip began at Burlington, WI and travelled to Neenah, WI over the Wisconsin Central, returning to Mundelein, IL.

Those of us who reserved early enjoyed the parlor observation car "Juno", where we were treated to a continental breakfast and continuous beverage service at our plush, revolving seats and first call for lunch, prepared in the diner's kitchen. This was quite a feat, as the chef has never cooked in the diner before. This is only the second time the NZ has left the museum grounds since 1967, and it was the first with passengers.

IRM ran a multitude of equipment-streetcars, interurbans, rapid transit cars and diesels. The highlight for us was getting to take a turn at the controller of North Shore Line's fabled Electroliner, recently restored at a cost of over \$100,000. Al also ran ex-CB&Q SD-24 on the IRM mainline, and piloted a CTA trolley bus.

The seminars were, as usual, informative, leaving us brimming with ideas on how to improve MTM. **Diane Merchant** of the Elgin (IL) Convention & Visitors Bureau spoke on attracting motor coach tours and the benefits of involving your local convention and visitors bureau, chambers of commerce and civic organizations. Among her

suggestions were a step-on guide to greet the group as the bus pulls up, a sign welcoming the group, follow up surveys, free passes for the people who coordinate, transport and house tourists and conventioners to familiarize them with the museum, and generally treating each group like treasured guests.

Kathryn Montgomery, a Chicago lawyer, spoke on the implications of the American with Disabilities Act (ADA) on railway museums. Fortunately, ADA has a catchall exemption where compliance would be a hardship. Of course, our buildings must be accessible when open to the public. Aside from physical accessibility, programs must be accessible- brailled guides and closed captioned video are examples. The key to avoiding a lawsuit, according to Montgomery, is common sense and courtesy towards persons with disabilities.

Ken Jamin, IRM's Assistant Superintendent of Operations, spoke on safety, rail operations and radio dispatching. He stressed the hazards of working on antique equipment and dealing with compressed air, high voltage, live steam, visitors who don't understand the danger, and lawsuits by people who aren't careful and then don't take responsibility for their actions. In short, our equipment doesn't know it's in a museum and we need to act according when operating or working it. Jamin had a laundry list of useful tips, many of which will find their way into Traction Division policy.

A seminar on Federal Railroad Administration (FRA) issues was led by **Ralston Taylor**, General Manager of the Keokuk Junction Railway. Most valuable were his hints on how to live with the FRA. He suggested keeping track of their inspections. They work on a schedule and you'll know about when they'll be back. If two inspectors show up, accompany them with two volunteers who should write down what happens. He noted that the FRA relies on reputation. Taylor urged honesty. He concluded with the sobering thought that railroad rules are written in blood—someone died because there wasn't a rule or because it wasn't heeded. Training will pay off in prevented accidents.

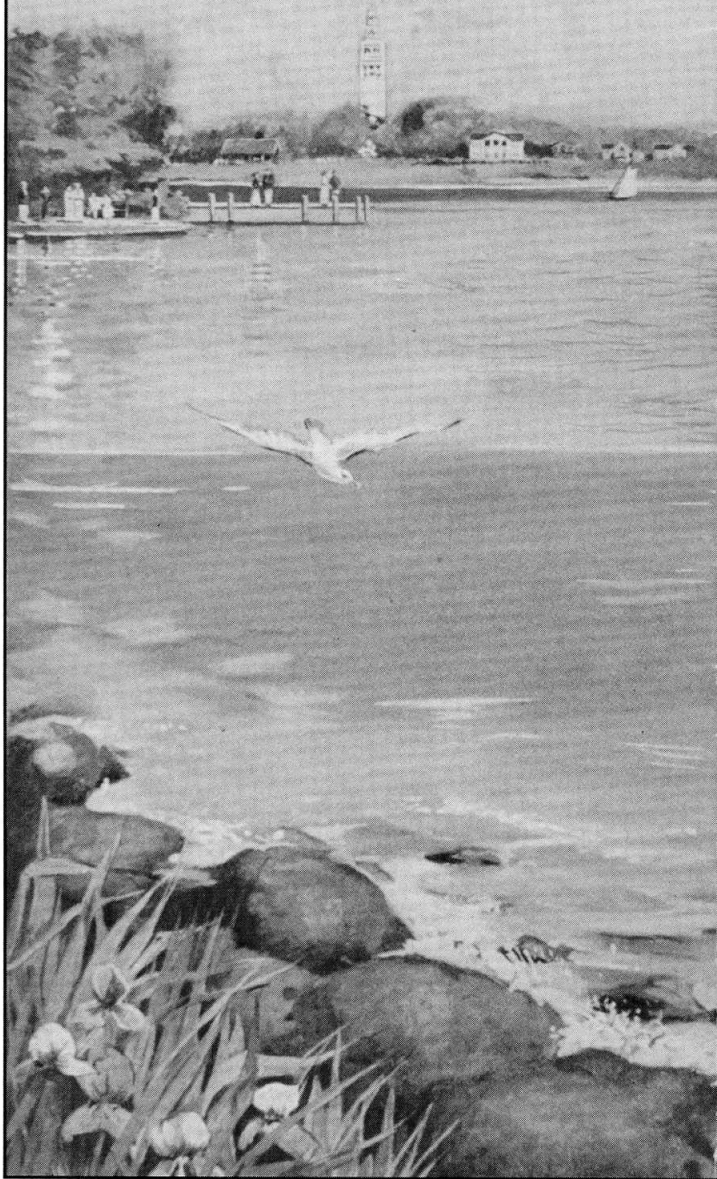
Overall, the IRM put on a fantastic convention, educational and fun.

ELECTRIC TRAINS & EXPRESS BOATS

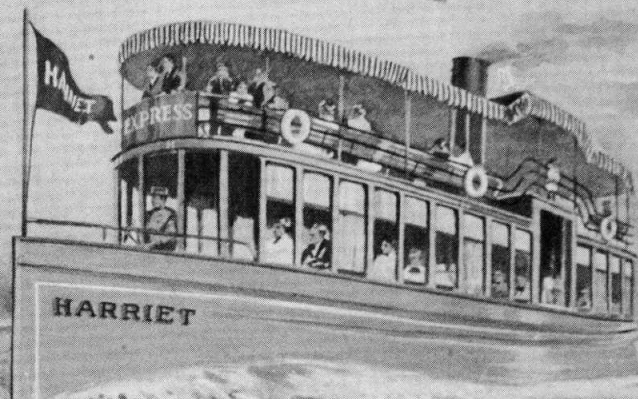
The last scheduled TCRT express boats ran 68 years ago. Looking at Lake Minnetonka today, it is hard to believe that it once hosted a fully developed—and very convenient—public transportation system.

LAKE MINNETONKA

*Capt. R. T. Mann
Birch Bluff*



LAKE MINNETONKA



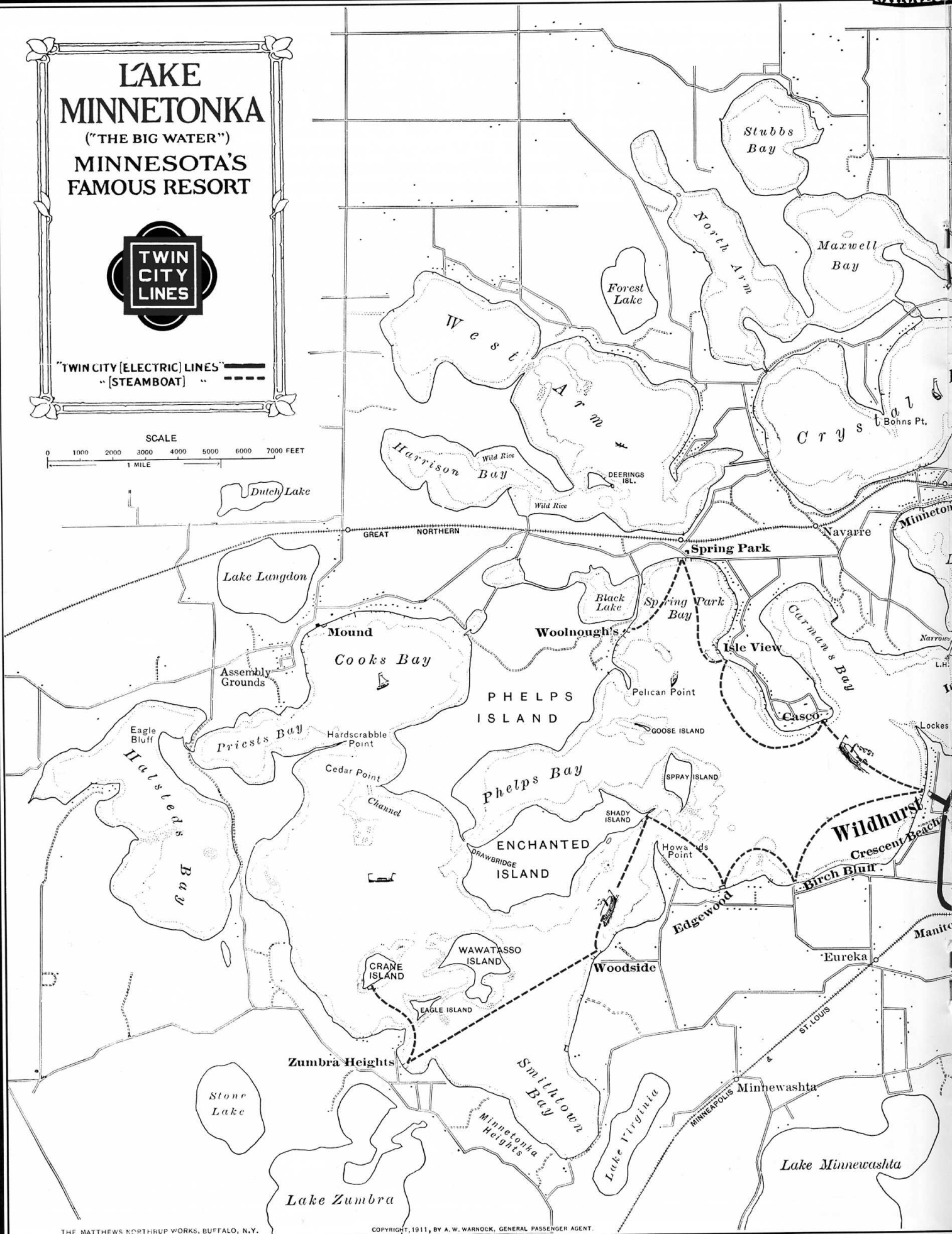
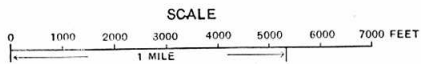
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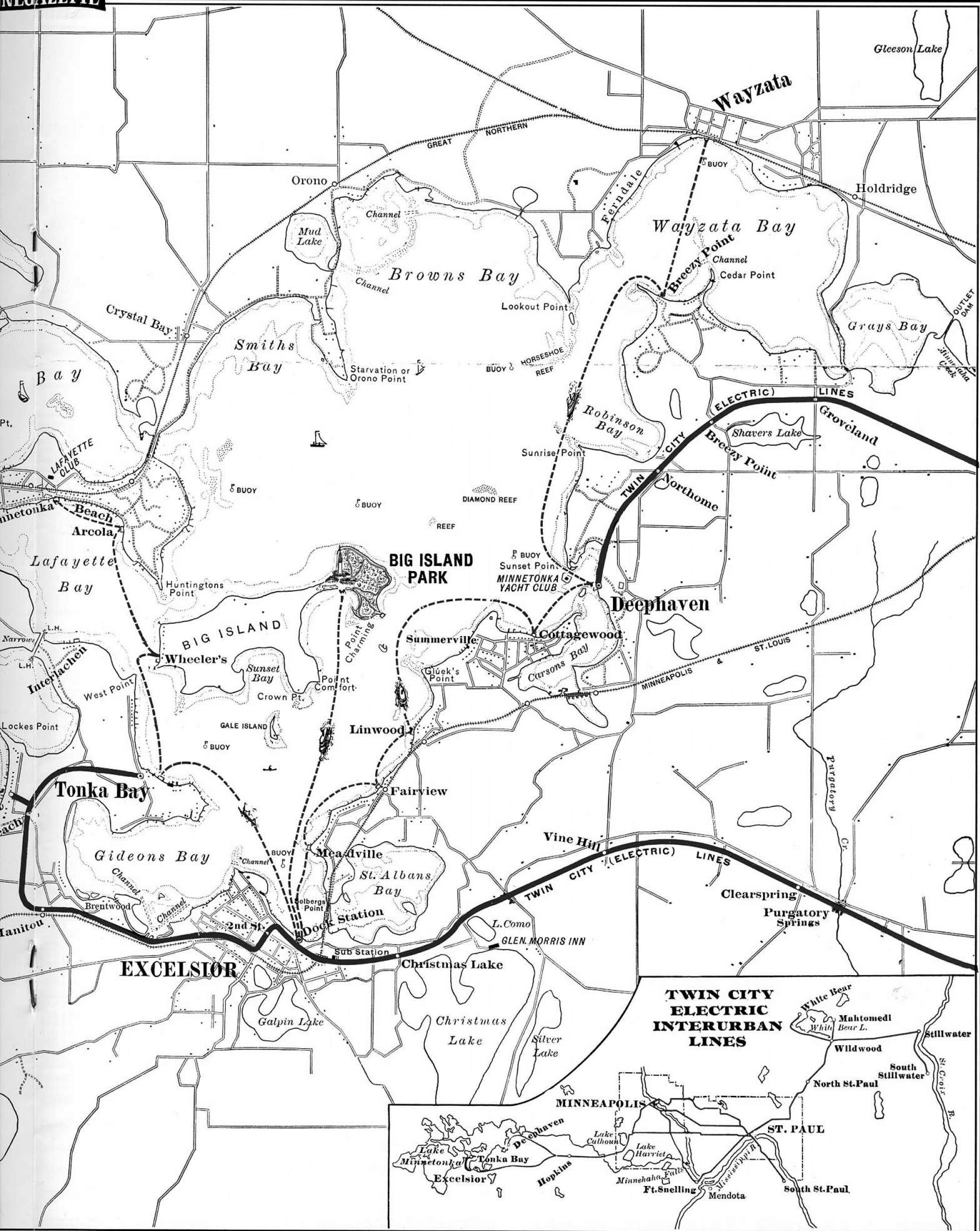
("THE BIG WATER")

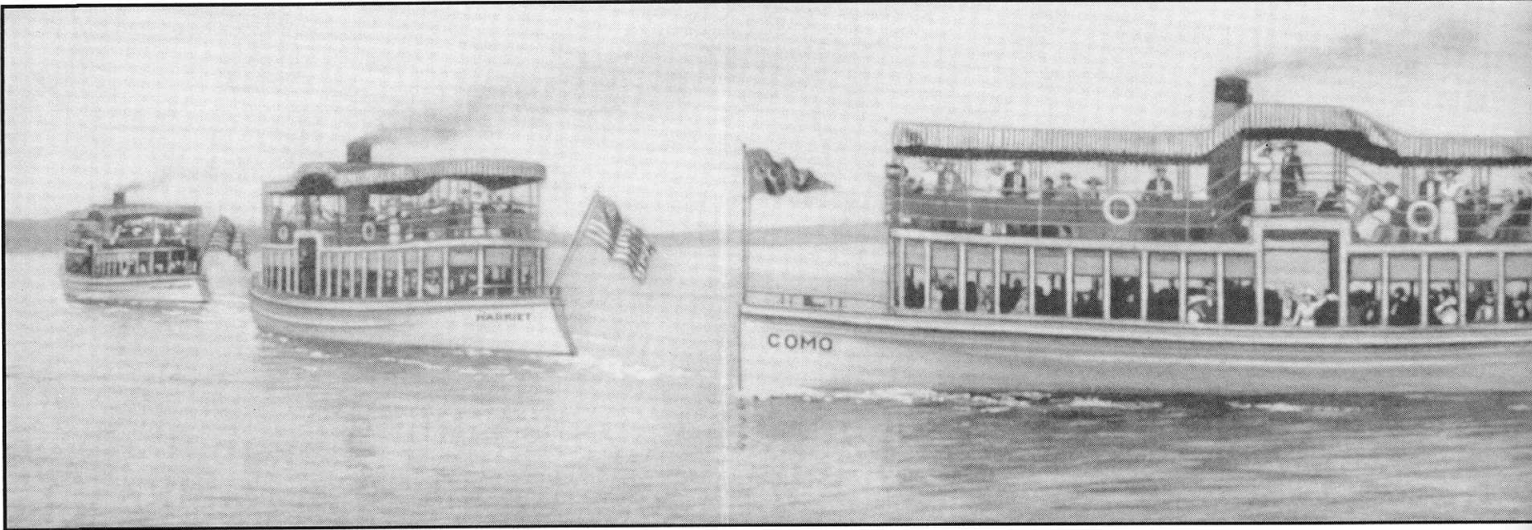
MINNESOTA'S FAMOUS RESORT



"TWIN CITY [ELECTRIC] LINES" ———
 " [STEAMBOAT] " - - - -







FAST ELECTRIC TRAIN SERVICE

EXCELSIOR—WILDHURST—TONKA BAY

Minneapolis to Excelsior, 18 miles. Minneapolis to Tonka Bay, 21 miles.

WEEKDAYS

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FAST LAKE MINNETONKA EXPRESS BOAT SERVICE

WEEKDAYS														EXCELSIOR, DEEPHAVEN AND WAYZATA — LOWER LAKE DIVISION														SUNDAYS													
AM.	1	2	AM.	1	2	AM.	1	2	AM.	1	2	AM.	1	2	AM.	1	2	AM.	1	2	AM.	1	2	AM.	1	2	AM.	1	2												
6:43	6:30	7:15	8:15	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	8:15	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	8:15	9:15	10:15												
6:51	6:38	7:18	8:18	9:18	10:18	11:18	12:18	1:18	2:18	3:18	4:18	5:18	6:18	8:18	9:18	10:18	11:18	12:18	1:18	2:18	3:18	4:18	5:18	6:18	8:18	9:18	10:18												
6:56	6:38	7:23	8:23	9:23	10:23	11:23	12:23	1:23	2:23	3:23	4:23	5:23	6:23	8:23	9:23	10:23	11:23	12:23	1:23	2:23	3:23	4:23	5:23	6:23	8:23	9:23	10:23												
7:00	6:42	7:27	8:27	9:27	10:27	11:27	12:27	1:27	2:27	3:27	4:27	5:27	6:27	8:27	9:27	10:27	11:27	12:27	1:27	2:27	3:27	4:27	5:27	6:27	8:27	9:27	10:27												
.....	6:53	7:38	8:38	9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:38	5:38	6:38	8:38	9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:38	5:38	6:38	8:38	9:38	10:38												
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EXCELSIOR AND MINNETONKA BEACH — LOWER LAKE DIVISION														SUNDAYS																											
AM.	3	3	3	3	3	3	3	3	3	3	3	3	3	AM.	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3												
6:46	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	8:45	9:45	10:45													
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6:58	7:58	8:58	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:58	5:58	6:58	8:58	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:58	5:58	6:58	8:58	9:58	10:58													
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WILDHURST AND SPRING PARK — UPPER LAKE DIVISION														SUNDAYS																											
AM.	4	5	4	5	4	5	4	5	4	5	4	5	4	AM.	4	5	4	5	4	5	4	5	4	5	4	5	4	5	4												
7:03	8:03	9:03	10:03	11:03	12:03	12:52	1:52	2:52	3:52	4:52	5:52	6:52	8:03	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03	7:03	8:03	9:03	10:03												
7:09	8:09	9:09	10:09	11:09	12:09	12:58	1:58	2:58	3:58	4:58	5:58	6:58	8:09	9:09	10:09	11:09	12:09	1:09	2:09	3:09	4:09	5:09	6:09	7:09	8:09	9:09	10:09												
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WILDHURST AND ZUMBRA HEIGHTS — UPPER LAKE DIVISION														SUNDAYS																											
AM.	5	4	5	4	5	5	4	5	4	5	4	5	4	AM.	5	4	5	4	5	4	5	4	5	4	5	4	5	4													
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7:08	8:08	9:08	10:08	11:08	12:08	1:08	1:57	2:57	3:57	4:57	5:57	6:57	8:08	9:08	10:08	11:08	12:08	1:08	2:08	3:08	4:08	5:08	6:08	7:08	8:08	9:08													
7:13	8:13	9:13	10:13	11:13	12:13	1:13	2:02	3:02	4:02	5:02	6:02	7:02	8:13	9:13	10:13	11:13	12:13	1:13	2:13	3:13	4:13	5:13	6:13	7:13	8:13	9:13													
7:17	8:17	9:17	10:17	11:17	12:17	1:17	2:06	3:06	4:06	5:06	6:06	7:06	8:17	9:17	10:17	11:17	12:17	1:17	2:17	3:17	4:17	5:17	6:17	7:17	8:17	9:17													
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NP's 1932 STILLWATER BRANCH STUDY

Although it continues in operation under Minnesota Zephyr ownership, the former Northern Pacific Stillwater branch has basically ceased to exist as a freight hauling railroad. The Stillwater yard is inactive. All that remains of the BN's business is located in Bayport on C&NW track, handled by the Minnesota Commercial.

It seems appropriate to look back over six decades to the line's first big downturn at the start of the Great Depression. From 1929 to 1931, revenues on the branch declined by almost half. In 1932 management made a study of the line, to decide whether or not to request abandonment. It concluded that the branch was still profitable, that undoing the complex switching and trackage rights agreements would be counter-productive, and that shipper objections would make abandonment impossible. The report gives a thorough snapshot of a typical railroad from that era as it dealt with hard times and growing truck competition.

The Stillwater branch would remain completely intact as a freight railroad for another 51 years. What follows is actual text from the report, edited for length, and illustrated with company photos taken in 1928.

Corporate History

The Stillwater Branch of the St. Paul Division extends from White Bear to Stillwater, a distance of 12.78 miles, plus 6.05 miles of yards and sidings. The line was constructed during the year 1871 by the Stillwater & St. Paul Railroad Company. It was operated under lease by the Lake Superior & Mississippi Railroad Company from 1870 to 1872, and from 1874 to 1877. The Northern Pacific operated the branch from 1872 to 1874, and the St. Paul & Duluth Railroad Company operated it from 1877 to 1900, when it was purchased by the Northern Pacific.

The terminal property in Stillwater was purchased from the Union Depot and Transfer Company, whose predecessors constructed a passenger station, railroad yard, transfer tracks, warehouse, enginehouse and other terminal facilities in Stillwater. The Northern Pacific purchased all the property of the Union Depot company in 1902.

General

The line leaving White Bear is located along the shore of White Bear Lake, and the passenger business to and from the summer homes located on this lake at one time necessitated frequent service. The buses and private automobiles have now caused the abandonment of passenger service.

Between White Bear and Stillwater there are no revenue-producing stations except Mahtomedi, where a yard of the Interstate Lumber Company is located.

Stillwater, having a population of 7173, was at one time an important lumber center, and large revenues accrued to this branch from this source. The lumber mills at this point have been abandoned, but there are other industries from which revenue is derived. Shipments to the Minnesota State Prison constitute a substantial part of the revenue derived from this branch.

Roadbed and Track Characteristics

This branch was originally ballasted with side-surface material. Cinders have been placed from time to time, and now average about 12 inches in depth for the entire line. There has been no gravel ballast placed on this line with the exception of some pit-run gravel in 1916 between MP 1-1/2 and 3-1/2 (Note: Mileposts start at White Bear), where a line change was made.

Ties

The conditions on this branch are good. About 50% of ties are treated, and requisition for 1932 calls for renewal of approximately 1000 ties, or 2.1% renewal.

Rails

The rail is 66 and 67 lb., with the exception of about 3/4 mile which is 85 lb. and 900 feet of 90 lb. rail in Stillwater. Practically all the yard tracks in Stillwater are 50 and 56 lb. The rail is in good condition for the traffic now handled. The entire main track is tie-plated.

Water Stations

There are no water stations on this branch. Water for the train is obtained at

White Bear, and for the switch engine at Stillwater is obtained from the City through a standpipe.

Buildings

The following buildings are on this branch:

At Dellwood, there is a small depot, privately owned, and a stock-loading chute. At Clubhouse and Echo there are small shelter sheds. At Mahtomedi there is a depot and coal shed. At Summit there is a one-pen stock yard. At Stillwater there is a large stone depot, brick freight house and adjacent to the depot there is a brick office building owned by the Northern Pacific, known as the Lumber Exchange, space in which is rented. The buildings are in fair condition and satisfactory for the use now being made of them. The depot at Stillwater is much too large for present needs.

Maintenance

There is one section crew on the branch, located at Stillwater, consisting of one foreman and three men, one of whom acts as crossing watchman at Stillwater. This crew maintains the yard and main track west to MP 4. The track from White Bear to MP 4 is taken care of by the section force at White Bear. It is estimated that Maintenance of Way and Structures expense on this branch would normally amount to \$10,124 per year.

Transportation and Operation

There is no passenger service on this branch. One freight train each way daily except Sunday is operated between St. Paul and Stillwater. This train leaves Mississippi Street at 7:30 AM, goes to White Bear, performs the switching at that station, thence to Stillwater, at which point it performs no switching other than to get out and make up its train. It arrives at Stillwater about 9:30 AM, and departs for St. Paul at 12:05 PM, arriving at Mississippi Street about 1:30 PM. Very little switching is done at White Bear on the return trip.

The crew on this run is paid mixed train rate, and they handle mail and express between White Bear, Mahtomedi and Stillwater.

At the present time an F-1 (2-8-0) engine is being used in this service. One L-7 (0-6-0) engine is operated at Stillwater, which performs switching for the Northern Pacific, CMStP&O and CMStP&P Rys. This crew works eight hours daily, except Sunday, tying up at Stillwater. An engine watchman is employed, the engine being housed in the engine-house at Stillwater. All the switching for the three roads at Stillwater and Bayport is performed by this crew, with the exception of a small amount of switching done by the CMStP&P road crews on its exclusive spurs. The switching performed for the CMStP&O is done under contract at an agreed rate per car. This same basis applies to the CMStP&P so far as Prison switching is concerned. The remainder of the switching for the CMStP&P is under tariff rates to spurs to which the CMStP&P does not have access.

In addition to the regular train service in 1931, commercial ice-loading crews were operated at MP 1 (White Bear Lake), and at Bayport. The crew at Bayport worked eight days loading ice, which was handled to St. Paul by a hauling crew. The ice loaded at MP 1 was loaded and hauled to White Bear by a crew that worked ten days.

The CMStP&O operates three mixed trains and four passenger trains in and out of Stillwater daily except Sunday. The CMStP&P has tri-weekly freight service in and out of Stillwater.

The Municipal Barge Line Terminal at Stillwater was constructed by the City, and the State Penitentiary, in 1929. The only tonnage handled to date on this property has been sisal from Yucatan for the State Penitentiary.

Station Organization

A caretaker at Mahtomedi handles the mail and express shipments. At Stillwater, the station force consists of an agent, cashier, warehouseman, ticket agent and janitor.

Industries, Past and Prospective Tonnage

At Mahtomedi during 1931 we had a total of 59 cars inbound, of which 44 were coal and coke, and one car of emigrant movables.

The principle industries at Stillwater are as follows:

Central Lumber Company, on the Opera House track. The yard is on ground leased from CMStP&O. We get most of the lumber, and the CMStP&O gets the coal. We had 22 cars inbound in 1931.

Consolidated Lumber Company, on NP tracks. Had 78 cars inbound in 1931.

J.J. Kilty, L.W. Linner and O'Rourke Coal Companies: All on NP tracks. Had 88, 75 and 30 cars inbound, respectively, during 1931.

Minnesota Forging Company, on NP tracks. Had 21 cars inbound and seven cars outbound in 1931. Plant's future is problematical.

Minnesota Mercantile Company, on NP and CMStP&P tracks. Wholesale grocery. CMStP&P gets all outbound shipments of canned goods. We get 50% of other tonnage. Had 33 inbound cars in 1931. Industry hard-pressed and business has dropped off.

Northern States Power Company, on Opera House track. Had 178 cars inbound and seven cars outbound in 1931. Almost 100% NP, as the CMStP&O had but six cars inbound and the CMStP&P no cars in 1931. The CMStP&O is trying hard to land some of this tonnage, and the Municipal Barge Line may cut in on their coal business in the future. Otherwise the tonnage should gradually increase.

Stillwater Market, farm machinery and supplies, on NP tracks. Had 28 cars inbound and twelve cars outbound in 1931.

Stillwater Manufacturing Company, sash and doors and interior finish. On NP tracks. Had nine cars inbound and two cars outbound. Industry hit by depression. Local manager unfriendly to NP, account old feud with former agent, dating some thirteen years back.

Twin City Forge and Foundry Company, on NP tracks, had one car inbound and 25 cars outbound in 1931. Company wholly liquidated. May never operate again.

Minnesota State Prison, on joint NP, CMStP&O and CMStP&P tracks, leading from CMStP&O main line to Bayport. We secured 254 cars inbound and 325 cars outbound in 1931. Prison is curtailing construction of farm machinery about one-half this year, account financial condition of farmers. Congress passed a law three years ago, which the prison authorities state will restrict the movement of prison

products in interstate traffic, provided objection is raised by the various states. This will become effective in two years. There are a large number of private trucks hauling products from the prison, particularly done by farmers returning home after delivering stock at South St. Paul, and by wholesale trucks from the Twin Cities on their return trips. Our Traffic Department is working with prison authorities to regain this lost tonnage.

Trucks have taken away practically all livestock from this section. All told for the year 1931 we handled 1046 cars into Stillwater and 395 cars outbound. This included the Prison.

The principal industries located at Bayport, on the CMStP&O and CMStP&P trackage, from which we derive revenue, are as follows:

Andersen Foundry Company, on CMStP&O tracks. Had two cars inbound. This industry shut down now, with no prospects of opening up.

Andersen Frame Corporation, door and window frames. On joint CMStP&O and CMStP&P tracks. Handled 89 cars inbound and six cars outbound. CMStP&O get mosts outbound tonnage. Now working but three days per week.

Andersen Lumber Yard, on CMStP&O tracks. Had seven cars inbound.

St. Croix Lake Ice Company, on CMStP&O tracks. We received 452 cars for Armour & Co. at South St. Paul, in 1931, and received 308 cars for them again this spring.

St. Croix Box Manufacturing Company, on CMStP&O tracks. Had four cars inbound and three cars outbound. Future prospects poor.

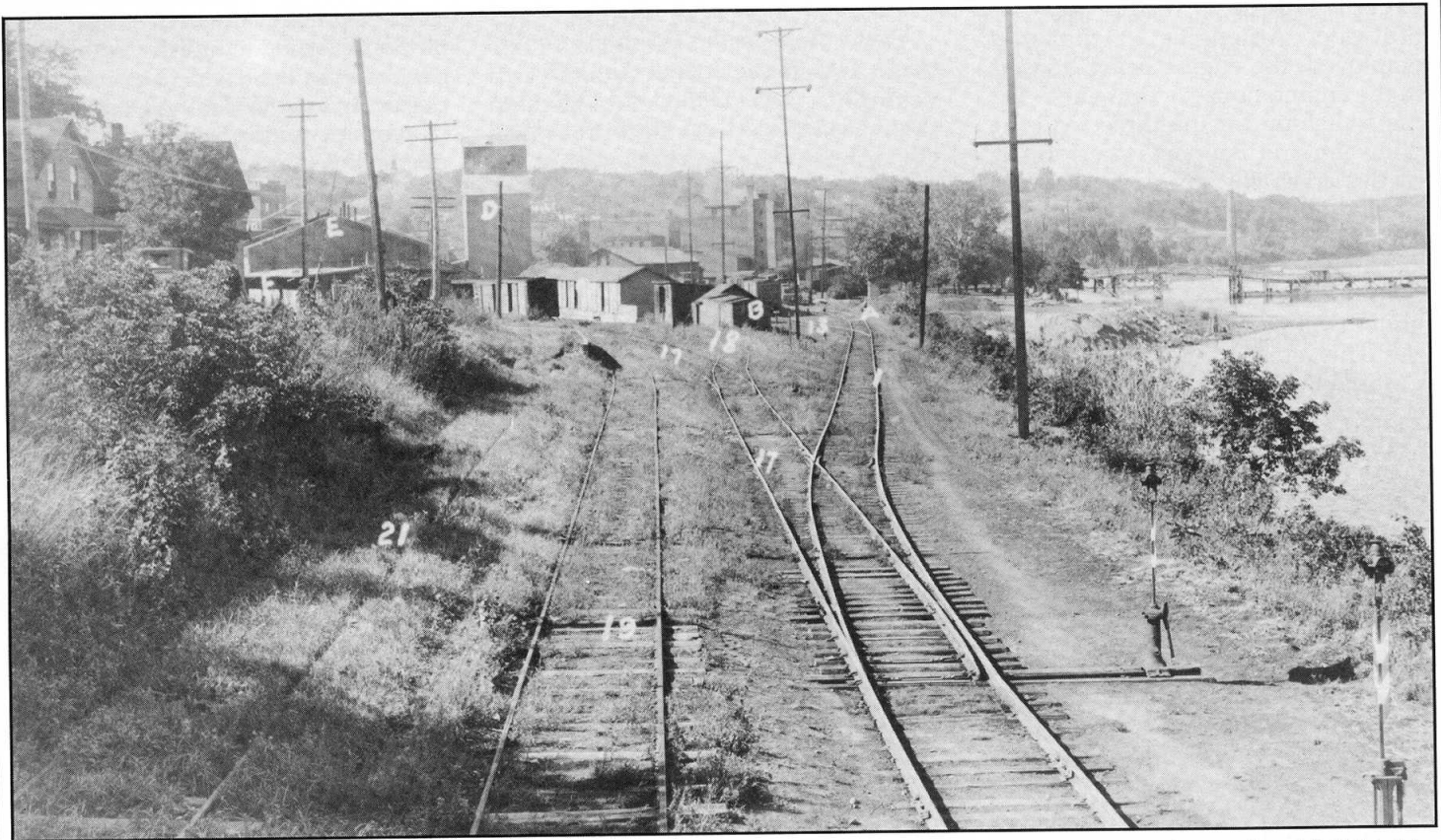
St. Croix Manufacturing Company, millwork and interior finish, on CMStP&O tracks. Had twelve cars inbound in 1931. Business has dropped off.

All told we had for the year 1931 we had a total of 134 inbound and 479 outbound cars at Bayport.

This investigation has developed the conclusion that the operation of the branch returns some profit, so that abandonment proceedings would not be desirable and could not be sustained. The trend in traffic, however, makes it necessary to keep this branch under observation.

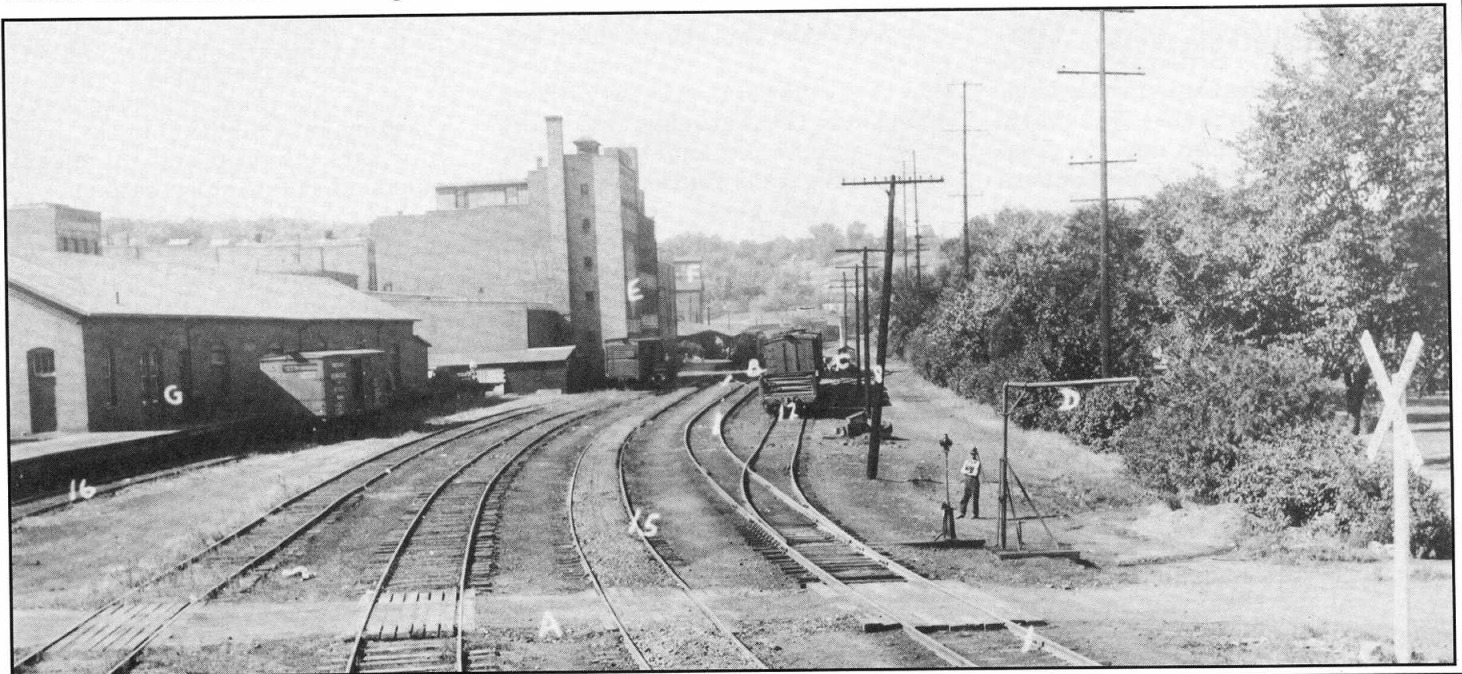
A Trip Through Stillwater- 1928

These Northern Pacific company photos from the collection of Lorenz P. Schrenk follow the line through Stillwater from south to north, as well as the state prison.



Above: At the south end of Stillwater, looking north. The main line to the Union Depot is at right, and the tracks at left lead to the Omaha Road freight house. All trackage shown here is Omaha. Note the original Interstate bridge at right.

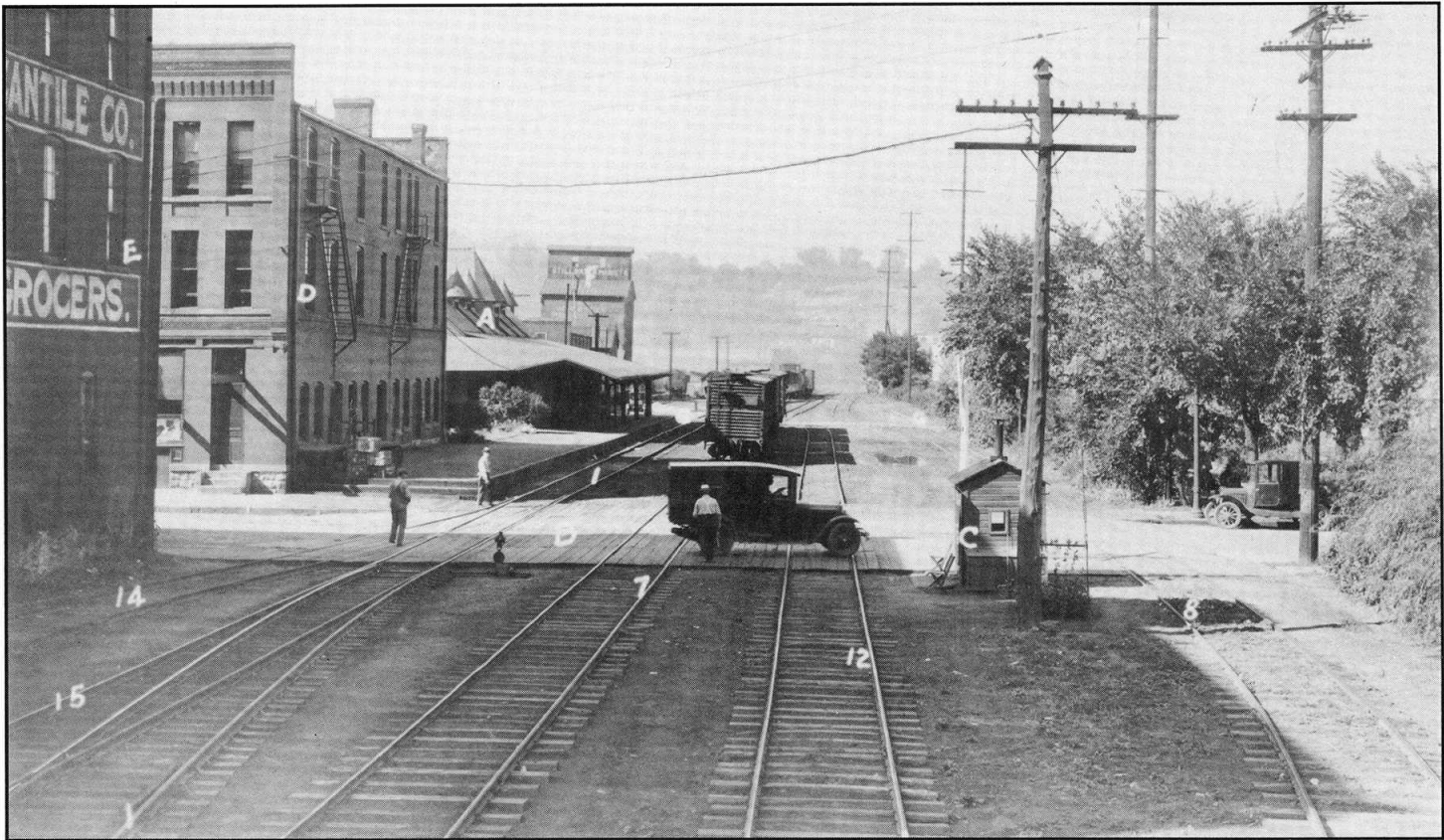
Below: The Nelson Street crossing. The Milwaukee Road freight house, now the Freight House Restaurant, is at left.





Above: The Opera House track, which ran in Water Street and served the backside of the buildings that fronted Main Street. The Milwaukee freight house is at right. A TCRT interurban from St. Paul can be seen in the distance, parked at the Union Depot.

Below: The Chestnut Street grade crossing, with the Lumber Exchange and Union Depot at left. Note the watchman's shanty.



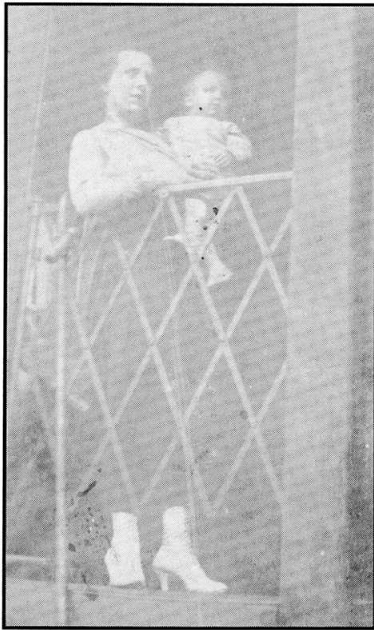


Above: The single stall NP engine house and turntable were located a block north of the Union Depot. Note the scale track.
 Below: The entrance to the State Prison. Trains entered the building through the door marked "A". The crossing track at the side of the road is the TCRT Bayport trolley line.



A LITTLE LONE TRAVELER

-Norman C. Nelson



Hildur Swing Nelson with son Norman, on the rear platform of a Soo Line passenger train at Copas in 1916.
Norman C. Nelson collection.

I have memories of the Copas railroad station during the 1910's and the early 1920's. My grandparents, **Andrew and Mary Swing**, had a forty acre farm that straddled the Soo Line tracks less than a mile south of Copas. This land is now part of William O'Brien State Park. Copas was a beehive of activity. As motor transportation was just developing, the roads were not paved, so trains were the main means of conveyance between the cities and towns.

A daily way freight unloaded merchandise every morning for Copas, Scandia and Otisville. I would accompany my two aunts, who were within seven years of my age, and we would watch as the train crew performed its duties. Occasionally they would slip us three bananas from one of the stalks destined for **Charlie Eckdahl's** store in Otisville. In addition to the depot and post office in Copas, I recall a lumber yard, potato elevator, and a stockyard where farmers would load their cattle for the packing houses in South St. Paul. There were homes along the tracks in addition to the business places. Today all those buildings are gone.

Beginning in 1916 my mother, **Hildur Swing Nelson**, and I as a babe in arms became frequent passengers on the train from the Twin Cities to Copas. By the time I was five I knew every stop along the way, including Cardigan Junction, Bald Eagle, Withrow, Maple Island, Marine and finally Copas. We also became well acquainted with the conductor and brakemen. I can still almost hear the clicking of the telegraph sending messages to the agent, Mr. Everett, in Copas. Two things in the waiting room stand out in my mind's eye- the potbellied stove and the Chicklet gum vending machine. It also had small bits of chocolate that turned white with age, but to a kid they were a treat.

When I reached age six my mother said I could take the train to Copas by myself. Boy, was I excited! Today this would be quite risky, but then it was not. We took the Selby-Lake street car from south Minneapolis to the St. Paul Union Depot. The depot was probably the busiest place in the city, with lines of people buying tickets. The waiting room was full, and red caps were helping with the luggage.

Carrying a large, heavy suitcase we boarded the train. My mother found a seat for me. She gave me special orders not to go to the back platform, which was on the coach behind mine, and then she left. The train pulled out and we had barely cleared the Union Depot when the conductor engaged me in a conversation. It went something like this.

Conductor: "Norman, it's good to see you again."

Norman: "Yah! and I'm all alone, too."

Conductor: "I'll bet a nickel you're not."

Norman: "I'll bet you a quarter I am." (In those days that was a lot of money.)

With that the conductor went on his way punching the other passengers' tickets. He no sooner left me than I headed for the rear platform. Soon he came back there and questioned me:

Conductor: "What did your mother tell you when she left you?"

Norman: "She said I shouldn't go on the back platform, but she won't care."

Conductor: "I think you better go back to your seat."

Being raised to respect authority, I did what he suggested. Soon after taking my seat the train vendor came down the aisle and gave me a nice, big, red apple. I thought, "Boy, this is the life to travel alone and be given a nice treat without any money."

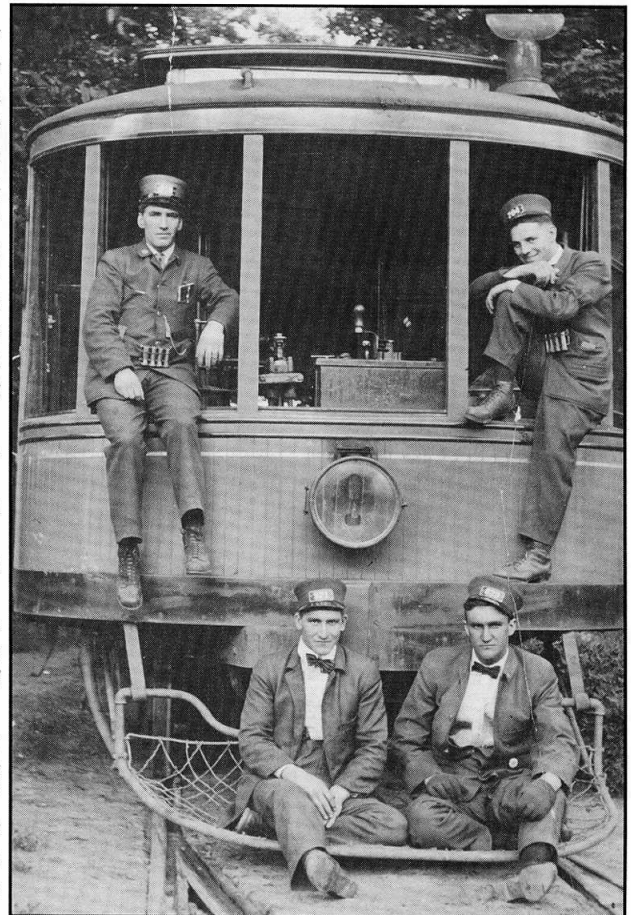
Upon arrival at Copas, I struggled with the suitcase coming down the coach steps. Halfway down the depot agent's wife, Mrs. Everett, greeted me.

Mrs. Everett: "Hello, Norman, it's nice to see you again."

Norman: "Yah! and I came on the train all alone."

Mrs. Everett: "But your mother is right behind you."

I looked backed and sure enough there she was! Wow! I was so mad I cried- not because she was with me but because I had lied to the



Two crews at Nicollet Station, 1914. Nels C. Nelson is at upper left. Norman C. Nelson collection.

conductor about being allowed on the back platform. No wonder the suitcase was so heavy. My mother's clothes were in it as well as my own.

At St. Paul she had boarded the coach behind mine. She had to duck down between the seats twice, once when I went to the back platform and again when I returned to my seat in the car ahead. The apple I received from the vendor had been paid for by her (As a sidelight, he had given it to the wrong boy at first and had to take it back to give it to me). Despite my lapse, apparently I passed the test, as I was allowed to travel alone several times thereafter.

Since I'm writing here in the *Minne gazette*, I should mention that my father, **Nels C. Nelson**, was a streetcar conductor out of the Nicollet carbarns between 1913 and 1920. I barely remember how he collected fares up and down the aisle and rang them up on the large round fare register at the rear of the car. He met my mother in a restaurant across the street from the carbarns where she was a waitress. The night they were married, September 30, 1914, a bunch of streetcar men loaded them in a buggy without a horse and ran down Nicollet Avenue pulling them by hand.

GATE CAR REBORN

Only two wood TCRT streetcars survived intact, #1300 and #1267. The latter was the only remaining gate car. Built in 1907, it was retired June 7, 1953 and immediately acquired by the New England Electric Railway

Historical Society, better known as Seashore, in Kennebunkport, ME. Even though a gate car, it was rebuilt with a folding front entrance door in 1928, and has received other modifications over the years. In 1987, Seashore began a major rebuilding to return it to something close to its original configuration. MTM member **Douglas R. Anderson** of Rochester, MN led the project. Doug's grandfather was a TCRT motorman at East Side Station from 1915 to 1947 and almost certainly ran #1267.

The work is now complete. #1267 received various modifications throughout its life and in some cases restoring it to as-built condition was not possible. The exterior is indeed pre-1928, with the original TCRT paint scheme that features silver striping and bronze edging around the car numbers. The cab front has also been backdated to pre-1928, primarily by removing the folding front entrance door. The passenger compartment and rear platform represent the 1928-1935 era. There are long side-facing seats up front, where the gate cars originally had all cross seating. As no Baker heater was available, the electric resistance heating was retained. The rear platform has the post-1928 three-stream entrance with six wire gates even though the car was built with four gates.

The restoration is further described in this excerpt from Seashore's 1992 Annual Report.

"This major full-time project has benefited greatly from inter-museum cooperation. **Russell Olson**, Minnesota Transportation Museum (MTM) member and author of the definitive *Twin Cities transit history Electric Railways of Minnesota*, furnished

much detailed information necessary for the car's accurate restoration to the pre-1928 configuration. **Louis Hoffman**, Traction Superintendent of MTM, lent a set of 1940's Twin City advertising car cards. Seashore has since reproduced, laminated and installed them in No. 1267. Four members of the Western Railway Museum in Rio Vista, CA, devoted a week's visit to overhauling and painting the car's rear truck.

Much work was done on completing the interior, including the rift-sawn oak headlining. It was possible to save about half of the original, the remainder having become badly delaminated and warped by water leakage. Original-style cherry colored striping was installed. A new red oak tongue-and-groove floor was installed in the body and front vestibule. The front bulkhead, with its doorway relocated to its original center position, was completed and many details of the front cab completed including the overhaul of its K43 controller. Because of their good condition and durability it was possible to preserve most of the original cane seats, after stripping the latter-day cream enamel paint. Several were reupholstered with the same material. The time consuming job of stripping the inside of the vestibule roofs was completed by volunteers.

The entire exterior of the car was primed and painted in the original bright TCRT yellow with a green moulding running horizontally along the length of the car. Thanks go to MTM for their assistance in matching colors. All sash was repaired as necessary, reglazed, primed, and painted with cherry enamel. The front vestibule sash required considerable modification because of the changes required to return it to the old configuration. Evidence was found of earlier arrangements which greatly assisted in restoring the car to the pre-1928 era. The unique rear gates were sandblasted, primed, fitted and adjusted.

After some problems finding a suitable contractor, the traction motors were taken to the Bangor & Aroostook Railroad Contract Shop in Derby, ME, a facility well experienced in dealing with DC motors, regardless of condition. There the motors were overhauled, primarily by cleaning, dipping and baking."



Looking like new after a complete rebuild, #1267 poses for a portrait at Seashore Trolley museum. Doug Anderson photo.

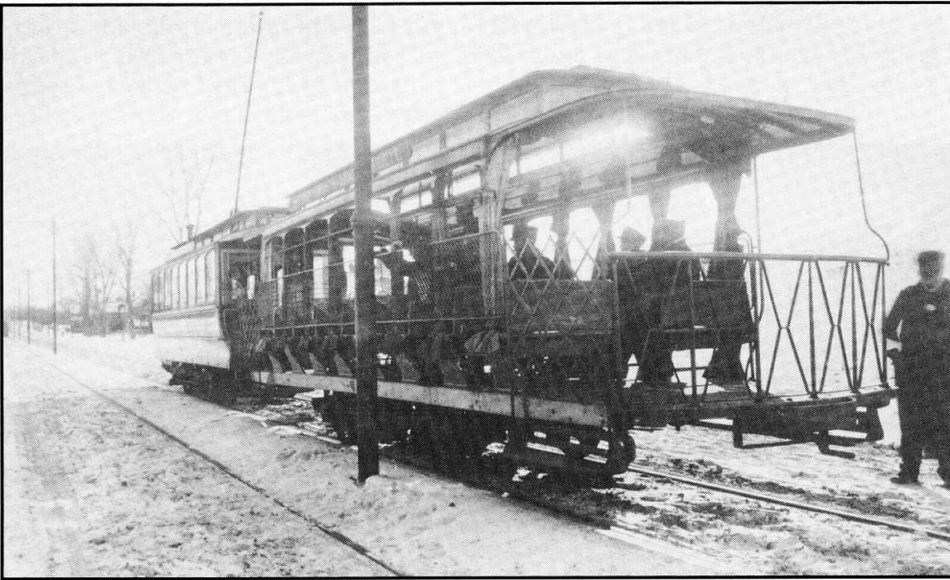
A WINTER PHOTO SECTION



Above: The lordly streetcar is delayed by a lesser conveyance. St. Paul Dispatch-Pioneer Press photo, Minnesota Historical Society collection.

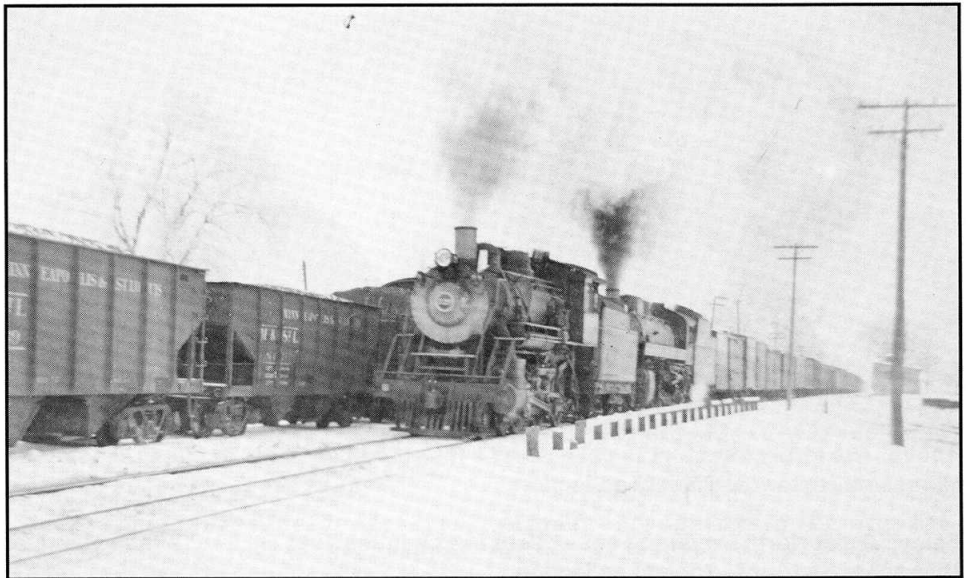
Below: Great Northern dining car waiters march in the 1941 St. Paul Winter Carnival parade. Minnesota Historical Society collection.



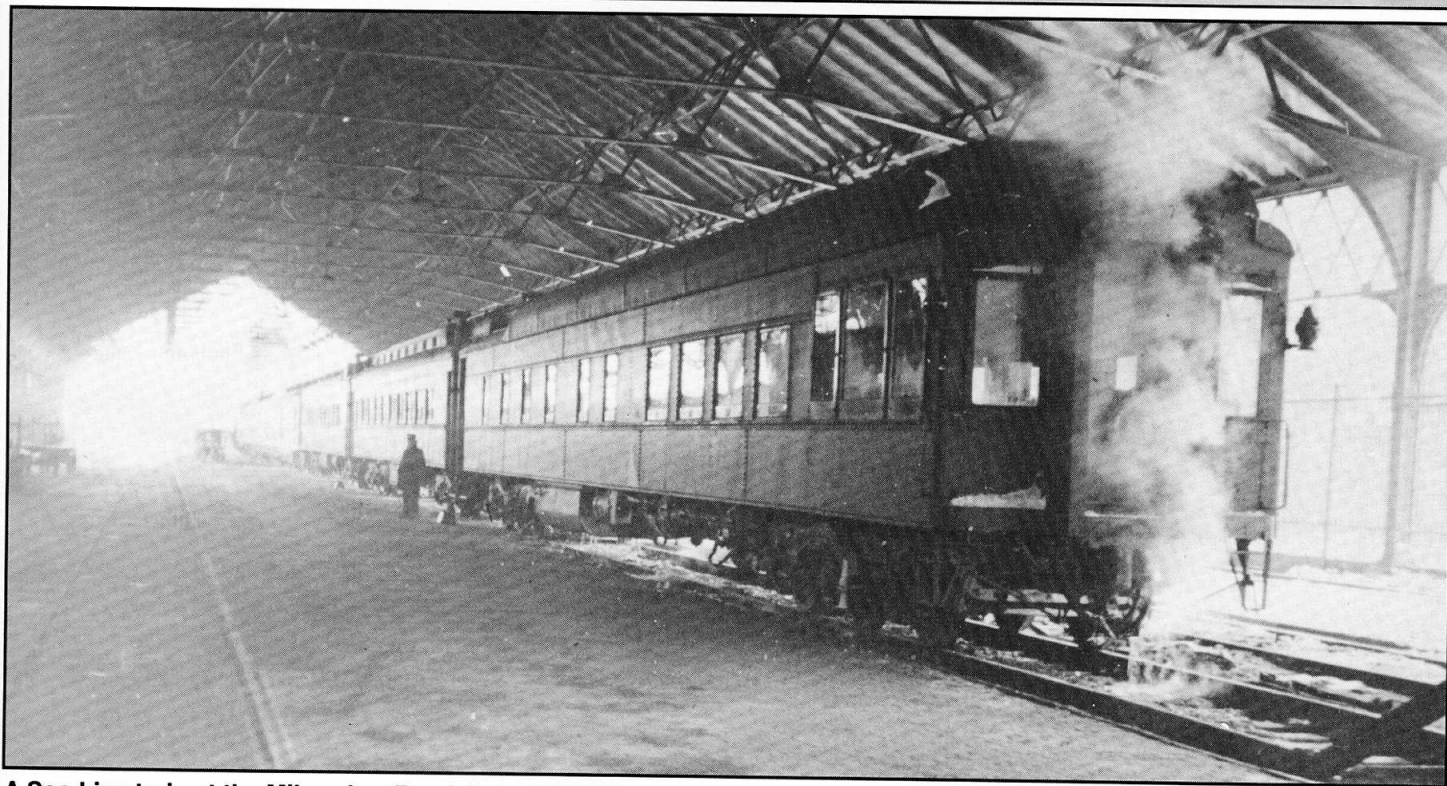


An open car in the winter? Brrrr. TCRT, like many street railways originally stabled separate summer fleets, but this practice was discontinued after the turn of the century. Harlow Callendar collection, courtesy of Fred Heywood.

A Minneapolis & St. Louis ten-wheeler and mikado doublehead through Waterville on New Years Day, 1943. Rex Beach photo, MTM collection.



MTM's own #265 in service at the end of a Duluth line (Lester Park?). Wayne C. Olsen collection.



A Soo Line train at the Milwaukee Road depot, probably around 1940. Chester Wenzel photo, MTM collection.



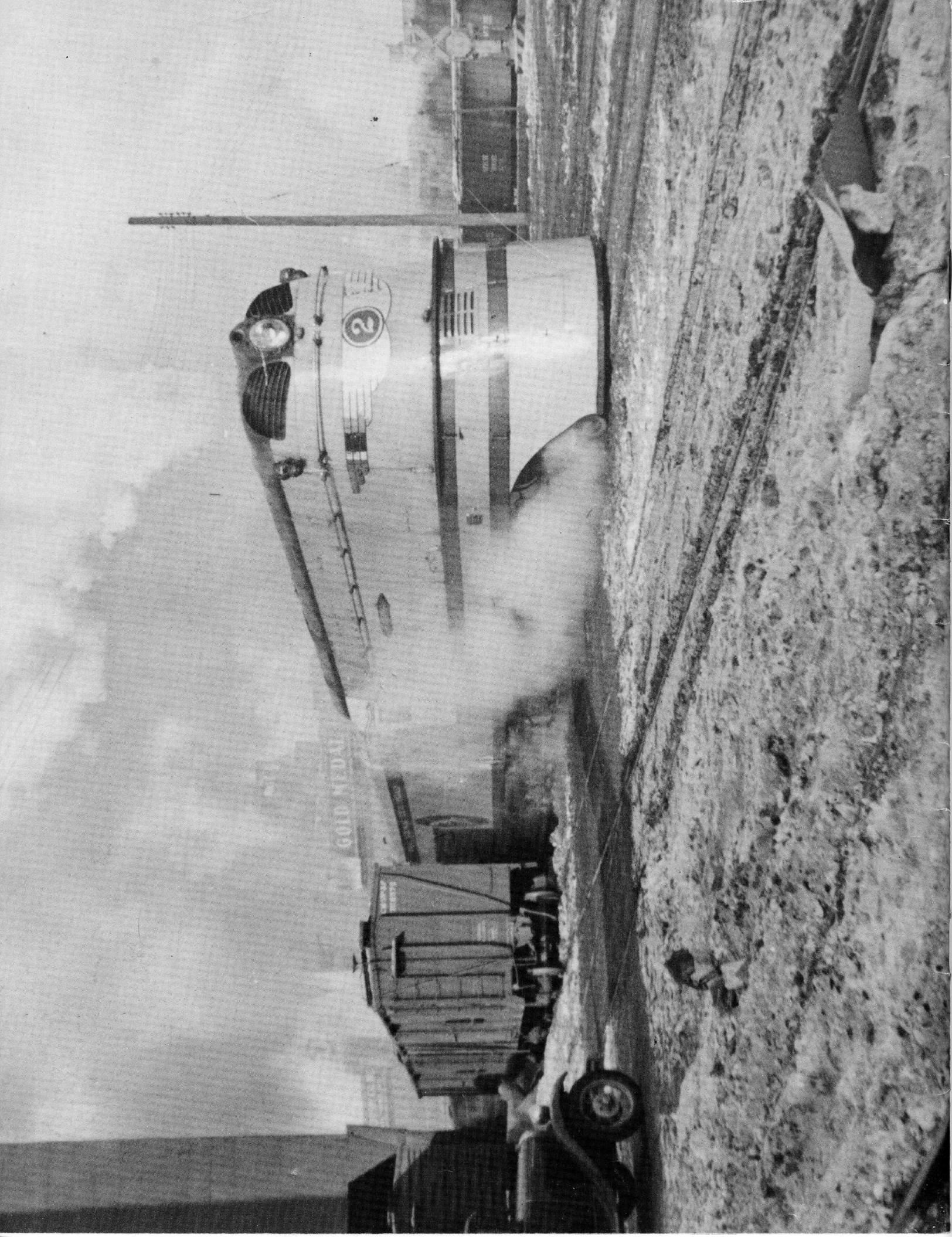
The express boats sit out the winter at Excelsior. Excelsior Historical Society collection.



Inside rear cover: What is it? This odd little streamlined locomotive is switching cars at or near the New Brighton Arsenal during World War II. In the foreground is a Minnesota Transfer 0-8-0. St. Paul Dispatch-Pioneer Press photo, Minnesota Historical Society collection.

Rear Cover: The Hiawatha leaves Minneapolis. Chester Wenzel photo, MTM collection.







MINNESOTA STREETCAR MUSEUM

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